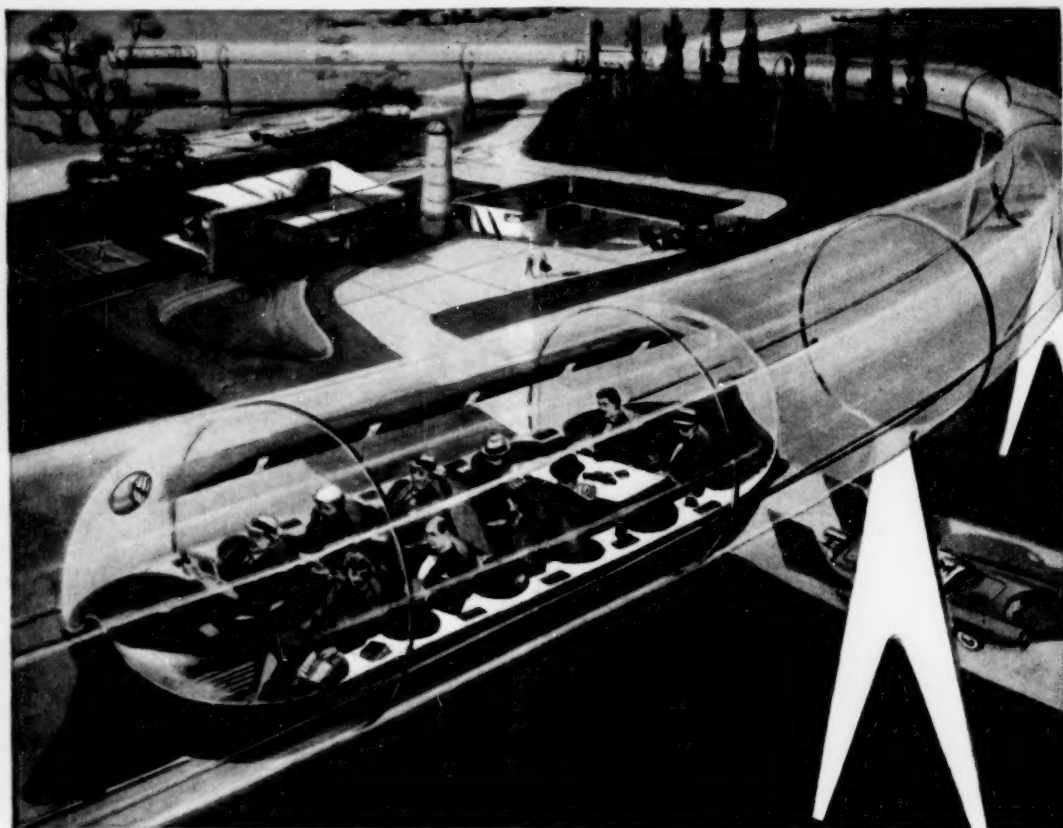


MANUFACTURERS RECORD





"TRAVEL CAPSULES" . . . air-conditioned, plastic-enclosed, propelled at high speeds along elevated tubeways
 . . . immune to weather, traffic delay, mechanical breakdown. Science is exploring its possibilities now.

100 years from now...

WE MAY TRAVEL BY VACUUM TUBE!

Many fantastic developments...today only dreams and lines on an engineer's blueprint...may become the commonplace of the future.

But in that world to come, one highly useful servant will continue its public service much as it does today. Cast iron pipe laid today will still carry our gas and water.

Records show that over sixty American cities are served by cast iron gas and water mains laid in the ground over a hundred years ago! And today, U. S. Pipe, centrifugally cast and quality-controlled, is even more serviceable.

U. S. Pipe is proud to be one of the leaders in a forward-looking industry whose service to the world is measured in centuries.

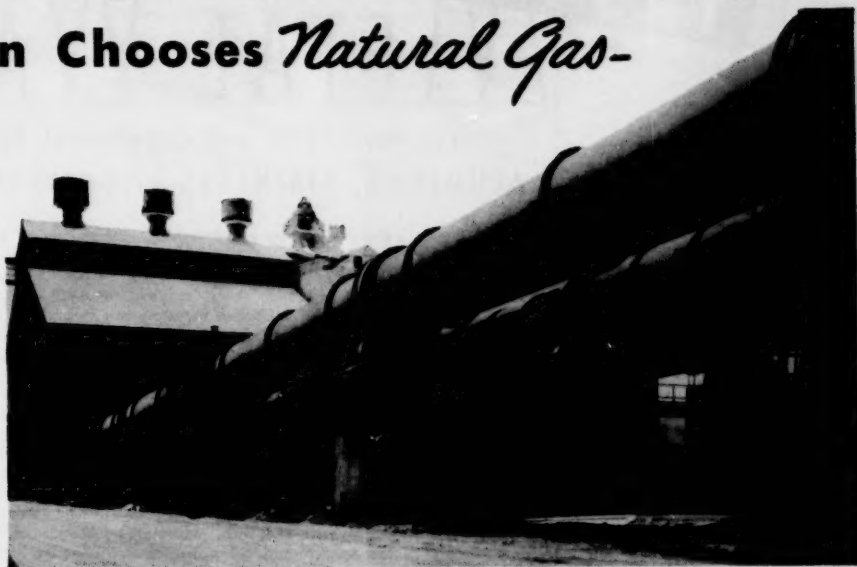
**U.S.
PIPE**

CAST IRON

U. S. PIPE AND FOUNDRY COMPANY, General Office: Birmingham, Alabama

A WHOLLY INTEGRATED PRODUCER FROM MINES AND BLAST FURNACES TO FINISHED PIPE

Expanding Southern Cement Company Again Chooses *Natural Gas*-



Nearest the camera is the new rotary kiln at Southern Cement Company's Roberta, Alabama, plant



A new raw material storage building goes up next to the section of the plant which usually produces cement.

In 1950, the Southern Cement Company of Birmingham expanded its operations with a modern one-kiln lime plant at Roberta (Shelby County), Alabama. To fire the kiln, Natural Gas was chosen for its operating efficiency and for its "better success from a chemical standpoint."

A *fifth* rotary kiln has just gone into service in the Roberta plant's third expansion. Southern Cement Company

now produces both lime and cement at Roberta in an unusually flexible operation. Three of the five kilns can produce either cement or lime. *And of course all are fueled with Natural Gas.*

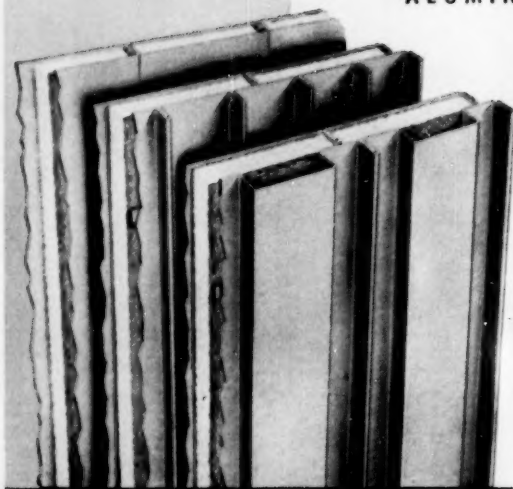
Among Southern Cement's best known products are Magnolia Mason's Mix, Magnolia Stainless Cement and various types of Magnolia Lime.

SOUTHERN NATURAL GAS
COMPANY
Serving the Growing South

WATTS BUILDING • BIRMINGHAM, ALA.

INSULATED METAL WALLS

for INDUSTRIAL and COMMERCIAL BUILDINGS
ALUMINUM, STAINLESS or GALVANIZED STEEL



FLUSH, RIBBED, or FLUTED
Over-all "U" Factor of Various Types is Equivalent
to or Better than Conventional 16" Masonry Wall

More architects are designing insulated metal walls into more types of buildings every day . . . they are taking advantage of the low-cost permanence of this light weight stainless steel or aluminum curtain wall construction. New, modern industrial and commercial buildings with bright, attractive exteriors are appearing in every part of the country. In monumental buildings, too, aluminum and stainless steel are being employed in combination with brick and stone to produce attractive exterior design effects. Before you design your next building, investigate the savings in material and labor costs, and the cumulative savings deriving from reduced construction time, which is always a plus factor when buildings are enclosed with quickly erected insulated metal walls. Have a Mahon engineer give you the complete story . . . also have him show you some outstanding examples of architectural treatment in all-metal exterior design, and some distinctive and very attractive exteriors with Mahon Insulated Metal Walls in combination with brick, stone, glass block and other materials. Mahon Insulated Metal Walls are available in the three exterior patterns shown at left . . . the "Fluted" and the "Ribbed" walls can be erected up to sixty feet in height without a horizontal joint—a feature of Mahon Walls which, from an appearance standpoint, is extremely important in powerhouses, auditoriums, and other types of buildings where high expanses of unbroken wall surface are common. See Sweet's Files for information including Specifications, or write for Mahon Catalog W-56.

THE R. C. MAHON COMPANY • Detroit 34, Michigan

Sales Engineering Offices in New York and Chicago • Representatives in Principal Cities
Manufacturers of Insulated Metal Walls and Wall Panels; M-Floors (Electrified Cel-Beam Floor Systems); Steel Deck for Roofs, Partitions and Floor Forms; Rolling Steel Doors, Grilles and Underwriters' Labeled Automatic Rolling Steel Fire Doors and Fire Shutters.



MAHON

MANUFACTURERS RECORD

ESTABLISHED 1882

Devoted to the Industrial Development of the South and Southwest

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COVER ILLUSTRATION: The huge Medium Power Transformer plant of General Electric's in Rome, Georgia.
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MANUFACTURERS RECORD PUBLISHING CO.

Publishers of Manufacturers Record, Daily Construction
Bulletin and Blue Book of Southern Progress.

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Bituminous Coal Exports Show Marked Increase

Bituminous coal for export since August 1 is being dumped at Eastern tidewater ports at a rate almost equal to the 1947 record. Between the end of July and September 3, slightly over 4 million tons of bituminous coal have moved through Eastern tidewater ports to overseas destinations. This figures to be an annual rate of nearly 42 million tons.

As a matter of fact, the recent 1955 rate of dumpings through East Coast ports is considerably ahead of the total tonnage handled through these same points in 1947. In the earlier year, almost 6 million tons moved through ports on the Gulf of Mexico and on the Pacific Ocean. Export shipments through Atlantic ports amounted to 36.9 million tons in 1947 and 33.6 million tons in 1951.

The growing share of the export market being handled by Hampton Roads' piers is one of the significant features of this year's movement. Somewhat less than half of the overseas tonnage in 1947 moved through Hampton Roads, although the port handled about 85 per cent of the total in 1951. To date, in 1955, over 90 per cent of the foreign cargo has been loaded into vessels at Hampton Roads.

Recent trends in tidewater loadings for export, combined with the knowledge of orders placed and commitments for "bottoms" into 1956 require upward revision of previous export estimates. The probability of a 1955 export tonnage of 32.5 million tons is indicated by all these factors.

Sports News—Australia

Housing Plans Complete For Olympic Athletes

MELBOURNE, Australia—Melbourne's Olympic Village will be officially opened for reception of competitors and officials on October 29, 1956, the Chief Executive Officer, Lieutenant-General W. Bridgeford, has announced.

This will be 24 days before the opening day of the games on November 22.

General Bridgeford said that if any nations wanted their teams to arrive earlier to allow more time for acclimatization, no objection would be raised. Arrangements would be made to cater for them in the Olympic Village.

By late August, 60 nations had accepted the invitation to send teams.

As each team arrives at the village its national flag will be raised in a ceremony at the formal flag court to be built at the Village entrance. A second flag raising ceremony will be held at the quarters of each team.

The Village is now being built to accommodate over 6,000 competitors, officials and staff. They will live in over 800 flats and houses, each of one, two or three bedrooms, a living room, kitchen, bathroom, lavatory, and laundry. Generally they will sleep two to a room.

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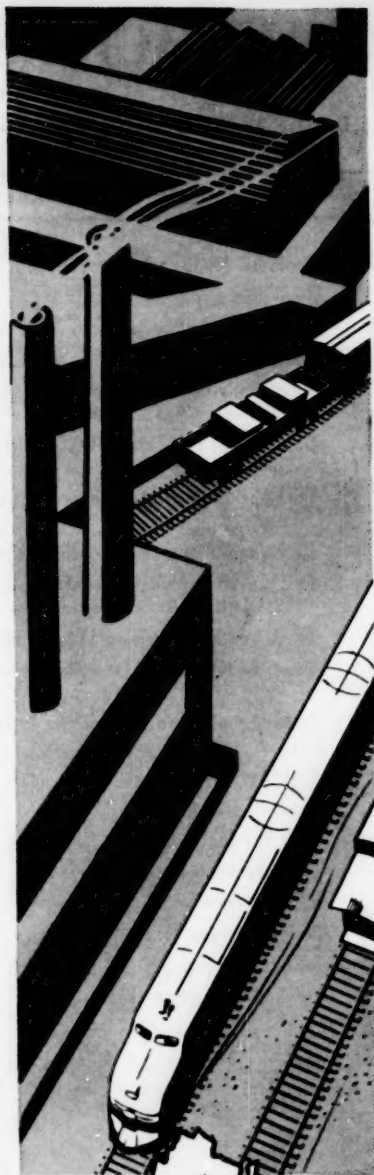
PLANT SITE DATA ON THE SEABOARD SOUTHEAST

The Seaboard Air Line Railroad serves the six states of Virginia, North Carolina, South Carolina, Georgia, Florida and Alabama. Along its 4,000 miles of rail lines there are hundreds of sites of varying size and different characteristics from which industrialists may select an ideal location for their particular requirements.

We have catalogued and described a great many of these sites and are prepared to furnish site data to responsible executives without obligation or cost. Our experienced plant location service is yours for the asking.

Write:

Warren T. White
Assistant Vice President
Seaboard Air Line Railroad Company
Norfolk 10, Virginia



SEABOARD

AIR LINE RAILROAD



THROUGH THE HEART OF THE SOUTH

BUSINESS TRENDS

Business Rides A Crest

Spectacular Gains Are Absent; But Signs of Decline Are Not Detectable.

Judging from current reports, Business has become stabilized at peak levels.

Despite some indirect display of jitters due to the illness of the President, the immediate performance of Business in all sectors goes forward undeterred.

Those jitters that are present are chiefly in the realm of speculation. The stock market has broken rather sharply, but absence of panic, and steady buying on decline, indicates long term confidence by the rank and file of investors. By the same token, commodity markets have dropped contrawise to seasonal trend, and inventory accumulation appears to be temporarily interrupted, but there is no record of letup in purchase of routine and needed supplies.

Capital Outlay Increases

By all odds the strongest evidence of long trend confidence is to be seen in expansion plans of private enterprise.

During earlier stages of the present boom, and even at the present time, personal expenditures have held the limelight as the leading factor in business activity. Even when business expenditures were retreating somewhat during the deepest lull of 1954 consumer purchases of both durable and nondurable goods maintained exceptional volume.

Now, however, it has become apparent that the spark for any appreciable upturn that may take place from present levels will be due to heavy investment outlays by industry and commerce.

According to the latest survey by Securities and Exchange Commission, businessmen expect plant and equipment expenditures to increase steadily during the remainder of 1955 to a record rate in the last three months of the year.

According to the survey, business will spend almost \$28 billion this year on new plant and equipment, about 3 percent more than scheduled at the beginning of the year. Such a level of expenditure would create outlays 4 per cent above last year and only 1 per cent below the all time high of \$28.3 billion in 1953.

Construction Maintains Pace

Of anticipated capital outlays, probably 50 per cent or maybe more can be expected to go for new and modernized tools and equipment, but almost as much will be paid out for structural plant thereby pouring renewed life into the surge maintained by Construction throughout the current year.

On other fronts also Construction looks strong.

After an unusually large decrease in July, residential

housing starts staged a comeback in August rising 8,000 units to exceed all previous totals for the month except the record year 1950.

During the first 8 months of 1955 well over 900,000 new nonfarm dwelling units were started as compared with 800,000 in the same period last year.

In August, total private construction reached a new high for the fourth consecutive month.

Sales Set New Records

While capital expenditures are currently eliciting greater attention, their performance is not yet outstripping that of sales at the consumer level.

Retail sales continue at a peak, topping those of last year by 7 per cent, with new automobile sales accounting for the lion's share of the margin.

Along with record sales are also to be seen record volume of consumer and commercial credit.

Consumer instalment credit outstanding increased \$679 million during August to a total of \$26.2 billion at the month end.

The rise compares with increases of \$52 million in 1954 and \$253 million in 1953 for the same month.

Total consumer credit of all types is now approaching the \$35 billion level.

Money Market Tightens

The high demand for loans on the part of both Business and Public is swiftly reducing supplies of funds available for the purpose. The Federal Reserve Bank of New York reports that member bank reserve positions are meeting continuous pressure through the strong demand for credit and that interest rates are rising.

This sector of the National Economy seems now the one to watch for first indication of any possible change in trend.

If credit has played too great a part in past and present expansion of business activity, diminution of available funds may be like diminishing the fuel that maintains the flame. If, on the other hand, credit has risen only to the extent of absorbing idle funds that otherwise might have laid dormant, adverse effect is not to be expected.

The South Prospers

Along with the most highly industrialized sections of the United States the South today is reaping its full share of national prosperity. This is a new and modernized South that can be seen today, one thoroughly capable of holding its own in a booming era when emphasis is upon expansion and sales.

(Continued on page 9)



IN C O N F I D E N C E

Your consideration of additional production capacity may be based on immediate or anticipated future requirements.

Whether your contemplated expansion is small or large, immediate or future, you may find our assistance as helpful as others have.

Should you like to explore the advantages which a location in Alabama offers, we will gladly assign one of our industrial development engineers to discuss your problem with you. All correspondence and conversations will be held in strict confidence.

There's a Great New Market in the Southeast.

A L A B A M A P O W E R C O M P A N Y

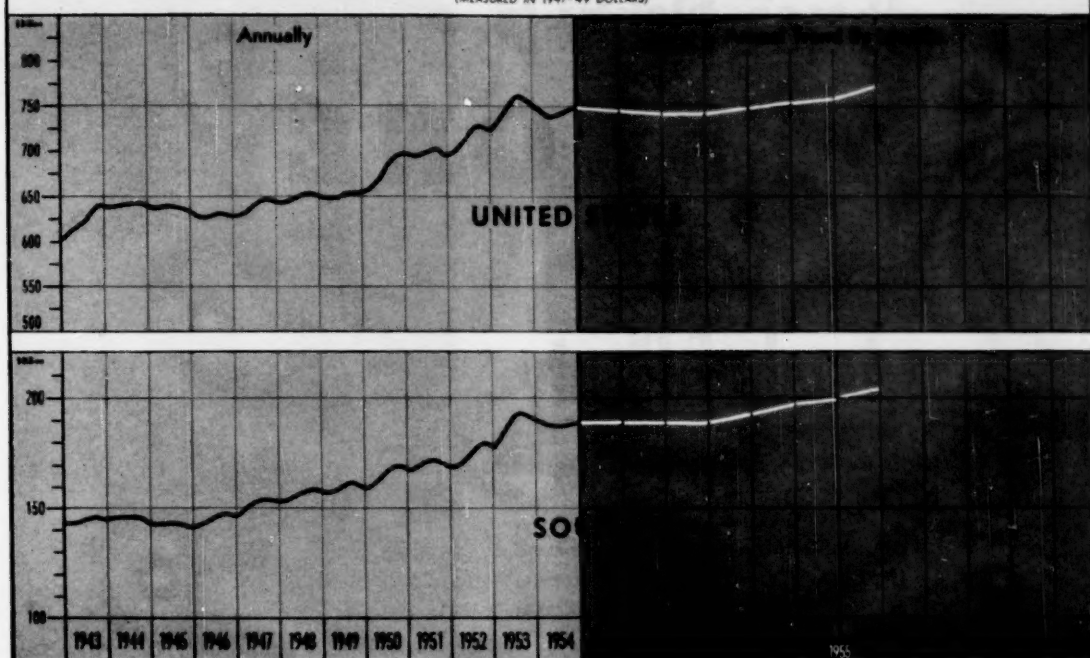
Industrial Development Department

BIRMINGHAM 2, ALABAMA



PHYSICAL VOLUME

OF
ALL GOODS AND SERVICES TURNED OUT BY PRIVATE ENTERPRISE
(MEASURED IN 1947-49 DOLLARS)



Regional Indicators

(Continued from page 7)

Farm Marketings (\$ Mil.)

	July 1955	June 1955	July 1954
South	\$ 544	\$ 590	\$ 640
Other States	\$1,431	\$1,492	\$1,590
United States	\$1,975	\$2,082	\$2,230

Mineral Output (\$ Mil.)

	July 1955	June 1955	July 1954
South	\$ 603	\$ 585	\$ 561
Other States	\$ 478	\$ 479	\$ 448
United States	\$1,081	\$1,064	\$1,009

Construction (\$ Mil.)

	July 1955	June 1955	July 1954
South	\$1,228	\$1,197	\$1,115
Other States	\$2,739	\$2,615	\$2,405
United States	\$3,967	\$3,812	\$3,520

Manufacturing (\$ Mil.)

	July 1955	June 1955	July 1954
South	\$ 5,382	\$ 5,345	\$ 4,551
Other States	\$18,630	\$18,470	\$15,704
United States	\$24,012	\$23,815	\$20,255

National Indicators

(Continued on page 11)

	Latest Month	Previous Month	Year Ago
Personal Income (\$ Bil.)	\$ 304.7	\$ 301.6	\$ 287.1
Avg. Weekly Earnings (Mfg.)	\$ 76.36	\$ 76.11	\$ 70.92
Consumer Credit (\$ Mil.)	\$ 32,896	\$ 32,471	\$ 28,725
New Mfg. Orders (\$ Mil.)	\$ 26,099	\$ 28,314	\$ 20,876
Mfg. Inventories (\$ Mil.)	\$ 43,884	\$ 43,976	\$ 43,483
Trade Inventories (\$ Mil.)	\$ 34,380	\$ 34,360	\$ 33,340
Bank Debits (\$ Mil.)	\$161,741	\$177,908	\$163,501

	Latest Month	Previous Month	Year Ago
Avg. Weekly Hours (Mfg.)	40.4	40.7	39.4
Carloadings	3,114	3,085	3,251
Consumer Prices ('47-'49=100)	114.7	114.4	115.2
Retail Prices ('35-'39=100)	208.6	207.8	209.7
Wholesale Prices ('47-'49=100)	110.5	110.3	110.4
Construction Costs ('47-'49=100)	126.0	124.7	122.0
Electric Output (mil. kw. hrs.)	50,924	50,725	46,026

there's plenty of **LIMESTONE**

in the **Land of Plenty**

High Calcium and Dolomitic Deposits

Do you need limestone? If you do, consider locating your plant in *The Land of Plenty*. Here there are big deposits of top-grade limestone, high calcium and dolomitic.

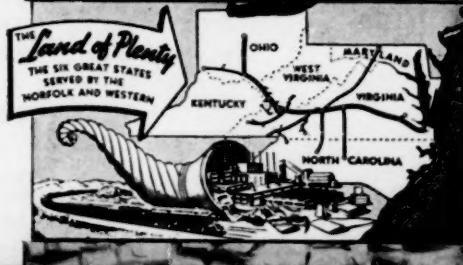
These deposits, easily accessible, are located within short-distance hauls of plants located in this great and growing chemical manufacturing region.

Let the N & W's plant location specialists tell you about limestone and other industrial advantages in this productive six-state region. Outline your requirements as specifically as possible, and let them tell you in detail about available sites which best meet those requirements. There is no obligation, and your confidence will be respected.

Write, wire or call—

INDUSTRIAL AND AGRICULTURAL DEPT.,
Drawer MR 680, (Telephone 4-1451 Ext. 474)
NORFOLK AND WESTERN RAILWAY
Roanoke, Virginia

Your traffic manager is a specialist in transportation, and transportation is a major factor in good plant site choice. Consult your traffic manager while you're studying plant sites.

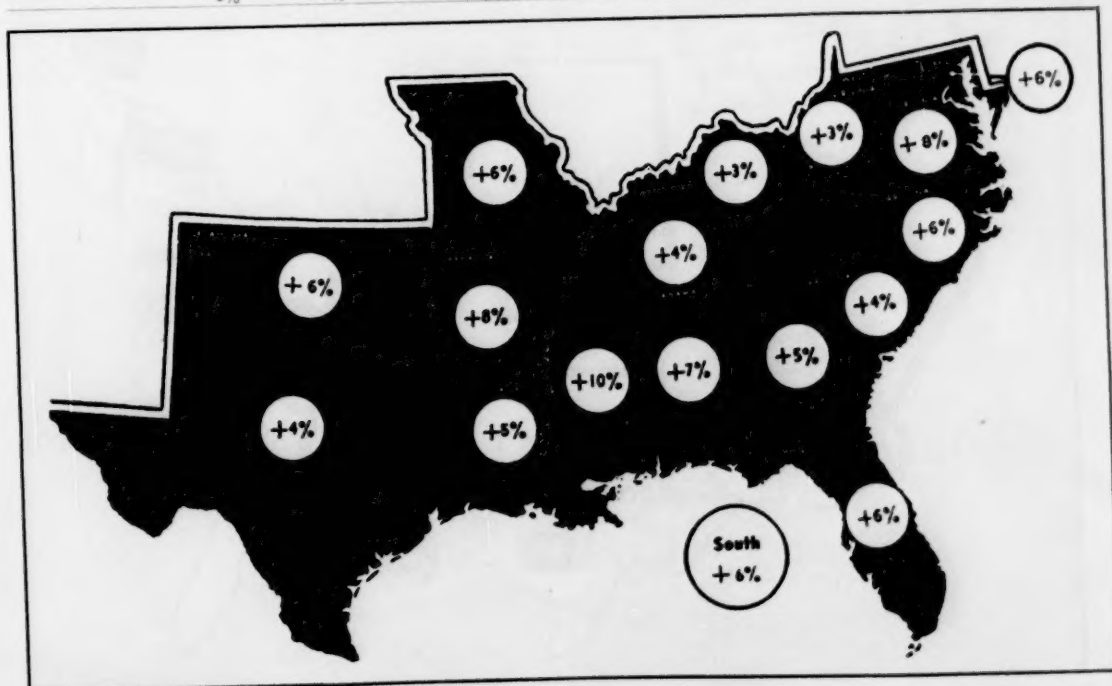


Norfolk and Western Railway

SOUTHERN BUSINESS VOLUME

Business Volume by States (\$ Million)
First 7 mos. of 1955 with gain (or loss) over first 7 mos. of 1954

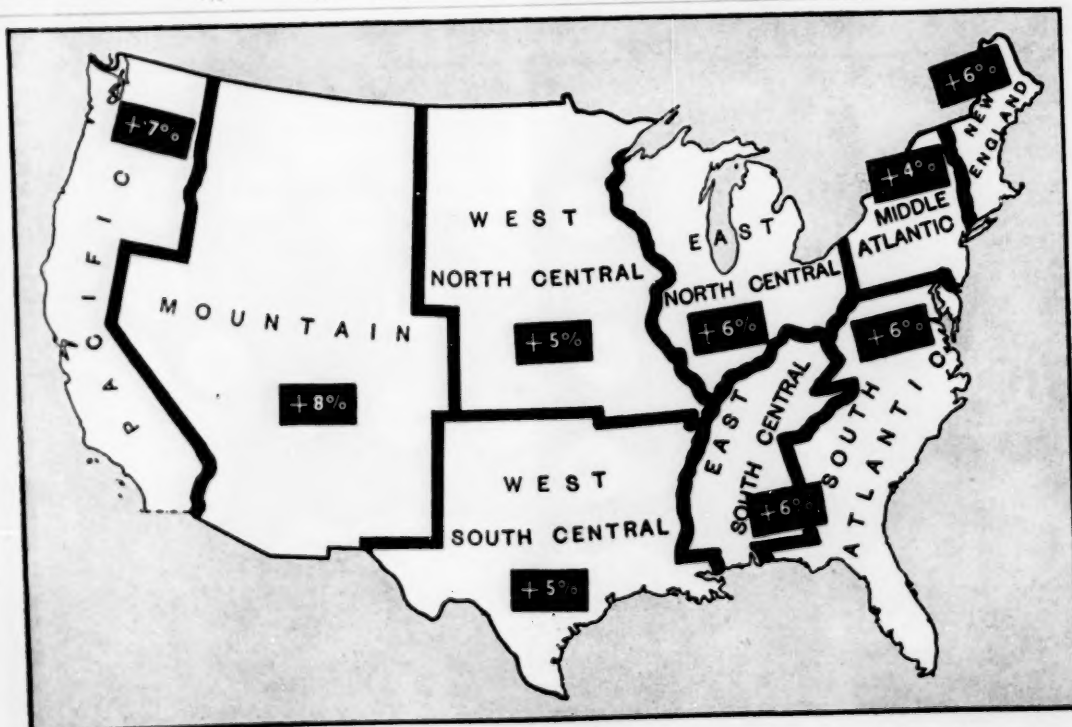
	Farm- ing	Min- ing	Con- struc- tion	Manu- factur- ing	Utili- ties	Fi- nance	Whole- sale Trade	Re- tail Trade	Service Trade	Busi- ness Volume
Ala.	\$ 180 +2%	\$ 68 +1%	\$ 281 +16%	\$1,770 +8%	\$ 242 even	\$ 217 +5%	\$1,188 +8%	\$1,343 +7%	\$ 210 +5%	\$5,499 +7%
Ark.	221 +4%	70 +8%	163 +52%	583 +8%	150 +5%	84 even	591 +8%	820 +5%	104 -1%	2,786 +8%
D. C.	—	—	180 +25%	137 +3%	169 +1%	219 even	957 +4%	1,008 +11%	190 -1%	2,860 +6%
Fla.	416 +6%	43 -4%	706 +14%	907 +13%	398 +2%	412 +4%	1,781 -2%	2,514 +9%	370 +3%	7,547 +6%
Ga.	283 -14%	21 even	472 +29%	2,525 +11%	350 even	308 even	2,723 even	1,663 +5%	316 +4%	8,661 +5%
Ky.	283 -8%	210 +3%	378 -12%	1,910 +10%	281 even	171 +3%	1,484 +3%	1,497 +3%	207 +1%	6,421 +3%
La.	130 -7%	587 +17%	405 -6%	1,787 even	402 even	231 even	1,508 +15%	1,534 +7%	221 +5%	6,805 +5%
Md.	141 -14%	7 even	522 +11%	2,380 +6%	383 even	338 even	2,006 +6%	1,880 +10%	278 +3%	7,935 +6%
Miss.	193 -4%	67 -8%	156 +33%	660 +12%	137 +2%	87 +3%	747 +15%	839 +13%	119 +10%	3,005 +10%
Mo.	522 -9%	63 +3%	592 +37%	3,558 +4%	654 even	571 even	5,042 +8%	2,643 +8%	525 -1%	14,170 +6%
N. C.	226 -5%	14 even	400 +5%	4,025 +8%	334 even	276 +9%	2,457 +5%	1,996 +8%	290 +1%	10,018 +6%
Okla.	247 -17%	390 +7%	271 -5%	1,146 +10%	258 +2%	190 +4%	1,275 +8%	1,310 +11%	195 -5%	5,282 +6%
S. C.	113 -6%	7 even	316 -3%	1,715 +8%	131 even	121 +8%	780 +5%	1,117 +3%	133 even	4,433 +4%
Tenn.	221 -6%	39 +4%	476 +7%	2,082 +6%	292 even	269 +3%	2,626 +3%	1,731 +7%	298 +3%	8,034 +4%
Tex.	789 -7%	1,950 +2%	1,433 +7%	6,359 +7%	1,156 even	932 even	6,090 +5%	5,720 +6%	922 -2%	25,351 +4%
Va.	237 -1%	62 +3%	518 +24%	2,597 +7%	427 +2%	340 +8%	1,555 +17%	1,875 +7%	297 +8%	7,908 +8%
W. Va.	79 -2%	379 +6%	150 even	1,028 +7%	256 +1%	105 +2%	607 even	902 +6%	131 +3%	3,637 +3%
South	4,281 -6%	3,977 +3%	7,419 +11%	35,169 +7%	6,020 +1%	4,871 +2%	33,417 +6%	30,392 +7%	4,806 +1%	130,352 +6%



NATIONAL BUSINESS VOLUME

Business Volume by Regions (\$ Million)
First 7 mos. of 1955 with gain (or loss) over first 7 mos. of 1954

	Farm- ing	Min- ing	Con- struc- tion	Manu- factur- ing	Utili- ties	Fi- nance	Whole- sale Trade	Re- tail Trade	Serv- ice Trade	Busi- ness Volume
New Eng.	\$ 460 +7%	\$ 34 +21%	\$1,368 +24%	\$10,722 +5%	\$1,098 even	\$1,499 +3%	\$6,295 +9%	\$7,056 +6%	\$1,160 +2%	\$29,692 +6%
Mid. Atl.	1,105 even	497 -9%	4,422 +12%	36,237 +4%	4,887 even	5,731 +1%	39,566 +4%	20,643 +7%	5,412 +1%	118,500 +4%
E. N. Cen.	3,087 -11%	527 +4%	4,526 +12%	48,300 +8%	4,388 +2%	3,917 +3%	30,614 +4%	22,646 +7%	4,275 +1%	122,280 +6%
W. N. Cen.	4,018 -8%	583 even	2,000 +24%	11,548 +4%	2,063 +1%	1,649 +1%	15,016 +6%	9,773 +8%	1,502 +1%	48,152 +5%
S. Atl.	1,550 -7%	533 even	3,364 +13%	15,746 +8%	2,503 even	2,168 +3%	13,137 +4%	13,252 +7%	2,051 +2%	54,304 +6%
E. S. Cen.	878 -5%	384 even	1,291 +4%	6,422 +8%	952 even	744 +4%	6,045 +5%	5,410 +8%	834 +4%	22,960 +6%
W. S. Cen.	1,388 -7%	2,997 +5%	2,272 +5%	9,875 +6%	1,966 even	1,437 +1%	9,464 +7%	9,384 +7%	1,442 even	40,225 +5%
Mount.	891 +2%	887 +6%	871 +14%	2,534 +10%	852 +1%	516 +6%	3,288 +9%	3,666 +8%	594 +2%	14,099 +8%
Pacif.	1,697 +4%	762 +3%	2,825 +17%	15,271 +9%	2,296 +1%	2,135 +4%	12,465 +6%	11,154 +8%	2,549 +1%	51,154 +7%
U. S.	15,074 -5%	7,204 +2%	22,939 +13%	156,655 +7%	21,005 +1%	19,796 +2%	135,890 +5%	102,984 +7%	19,819 +2%	501,366 +6%



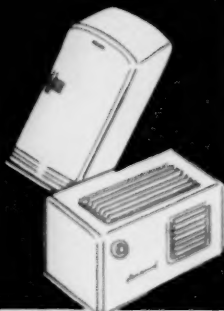
MANUFACTURERS RECORD FOR

Newport Steel

FOR THE REFRIGERATION INDUSTRY

The refrigeration industry throughout its phenomenal growth has obtained important quantities and qualities of steel from Newport. Many other great industries also find in Newport a most valuable union of modern facilities, favorable location, and personnel old in experience but youthful in aspiration

and accomplishment. The latest addition in Newport's continuing program of expansion is the new cold-reduction mill, supplying still another essential steel from this one convenient, dependable source. Look over this list of Newport's quality products, then let us discuss your requirements with you.



ECONOMICAL WATER-RAIL-TRUCK DELIVERY

Newport Steel is ideally situated on the Mississippi-Ohio River system and the great Cincinnati rail-truck hub. New barge facilities, 7 major railroads and 143 motor carriers enable Newport to give economical, dependable delivery to the entire area of the Middle West and South.

PRODUCTS OF NEWPORT STEEL

- Cold-Rolled Sheets
- Hot-Rolled Steel in Coil
- Hot-Rolled Pickled Steel in Coil
- Hot-Rolled Sheets
- Hot-Rolled Pickled Sheets
- Galvanized Sheets
- Galvannealed Sheets
- Colorbond Sheets
- Electrical Sheets
- Alloy Sheets and Plates
- Electric Weld Line Pipe
- Roofing and Siding
- Eave Trough and Conductor Pipe
- Culverts

Newport Steel



CORPORATION

NEWPORT, KENTUCKY

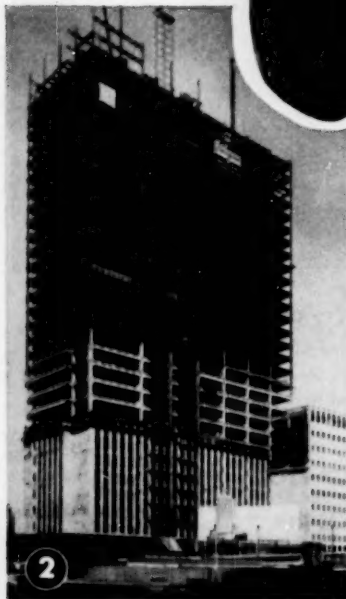
YOUR CONFIDENCE IS JUSTIFIED WHERE THIS FLAG FLIES

A SUBSIDIARY OF MERRITT-CHAPMAN & SCOTT CORPORATION

The South builds better with Steel



1 "KING COTTON" WITH A STEEL TIE. TCI Cotton Ties, long the South's favorite, have been radically improved with the introduction of the new TCI Side Opening Buckle. The unique side opening and angle guide cut hooking time 50%. And a special curve makes edge tearing impossible. The new buckle is hot punched from high carbon steel and is strong enough to stand the pressure of gin, standard compress and high density compress baling. It's a universal cotton baling buckle that will help our customers operate more efficiently and economically.



2 THIRTY-ONE THOUSAND TONS OF STEEL stretch up 41 stories into the sky to make the framework for this huge, new office building. Every pound of steel in the 600-foot skeleton was fabricated and erected by United States Steel.



3 WORLD'S LARGEST WEAVING MILL. When the Springs Cotton Mills, Lancaster, S. C., converted their electrical layout recently, U.S. Steel furnished the USS American Tiger Brand Varnished Cambric Cable to convert a single bus bar source to an 11 sub-station system. Now, a power failure will affect only one part of this largest weaving mill (under one roof) in the world.

See The United States Steel Hour. It's a full-hour TV program presented every other week by United States Steel. Consult your local newspaper for time and station.

USS STEEL PRODUCTS MADE OR DISTRIBUTED BY T.C.I. INCLUDE:

- Rolled, forged and drawn steel products.
- Steel sheet piling and H-bearing piles, bridge flooring.
- Concrete reinforcing bars, reinforcing mesh.
- Electric welded reinforcing fabric.
- Black, galvanized and special finish sheets.
- Rails, track accessories, wheels, axles, forgings.
- Wire and wire products, including woven wire fencing, barbed wire, bale ties, nails.
- Tiger Brand wire rope and strand.
- Tiger Brand electrical wire and cable.
- High Tensile wire and High Strength reinforcing strand.
- USS High Strength Steels and USS Abrasion-Resisting Steels.
- USS Stainless Steel.
- Ground Open Hearth Basic Slag.

TENNESSEE COAL & IRON DIVISION

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UNITED STATES STEEL EXPORT COMPANY, NEW YORK



UNITED STATES STEEL

MANUFACTURERS RECORD FOR

NEW AND EXPANDING PLANTS

COMPILED FROM REPORTS PUBLISHED IN THE DAILY CONSTRUCTION BULLETIN

ALABAMA

ALABAMA—Marathon Corp., New York, plans \$30,000,000 pulp and paper mill in Western Alabama.

ANNISTON—National Gypsum Co., Buffalo, N. Y., plans new plant. John J. Harte Co., Atlanta, Archt.

BIRMINGHAM—Ingalls Iron Works Co. received bids for administration building. Jack B. Smith, Brown Marx Building, Archt.

CULLMAN—John H. Swisher & Son, 454 E. 16th St., Jacksonville, Fla., received bids for cigar plant. Edgar Allen Poppell, 1354 Woodward Ave., Jacksonville, Fla., Archt.

GORGAS—Alabama Power Co. plans ninth steam generating unit, at \$24,000,000.

MARION COUNTY—Alabama Telephone Co., Fayette, received bid of \$56,870 from Townsend Electric Co., Jackson, for telephone project.

MOBILE—Mobile Paint Co. received bids for warehouse alterations and additions. T. Howard Ellis, Archt.

MOBILE—Warrior Gulf Navigation Co. received bids for office building addition and alterations. N. H. Holmes, Archt.

MONROEVILLE—Monroeville Telephone Co. received bid of \$112,947 from Dandridge Const. Co., Memphis, Tenn., for Telephone Project.

TUSCALOOSA—Delview Dairy, 323 22nd Ave., plans milk processing plant, Loop Road. Don B. Schuyler, Archt.

TUSCALOOSA—Hardin's Bakery, Inc., let contract to N. C. Morgan Construction Co. at \$241,036 for bakery. C. M. Moseley, Jr., Tuscaloosa, Archt.

ARKANSAS

LITTLE ROCK—Arkansas Power & Light Co. received bids for \$1,000,000 office building.

FLORIDA

HALEAH—Julius Resnick, Inc., let contract to Robert M. Merritt, Inc., 3917 Alton Road, Miami Beach, at \$81,564 for manufacturing plant at 1100 E. 41st St.

LIBERTY CO.—Newport Industries, Inc., Tallahassee, plans new plant for processing pine stumps for production of turpentine and rosin.

PALATKA—Hudson Pulp & Paper Corp. let contract to Batson-Cook Co., West Point, Ga., for expansion of tissue plant. J. E. Sirrine Co., 215 S. Main St., Greenville, S. C., Archts.-Engrs.

POMPANO BEACH—Munroe-Zeder of Pompano, Inc., received bid from A. P. Benedetto, 2123 Atlantic Blvd., at \$45,570 for sales and service building at N. Federal Highway & Lighthouse Drive. O. Crawford Sproul, 2320 Atlantic Blvd., Archt.

TAMPA—General Cable Corp., New York, plans to build plant to manufacture telephone cable and other wires and cable.

GEORGIA

ATLANTA—North American Van Lines, Inc., 294 Forsyth St., received bids for office building and parking lot. F. E. Davidson, 1121 Dixon Dr., N.E., Atlanta, Archt.

ATLANTA—Stambaugh & Jett, Suite 306, Rhodes Bldg., received bids for distributing warehouse.

ATLANTA—Southern Bell Telephone & Telegraph Co. plans \$490,000,000 capital outlay for new facilities in 1955 and 1956.

RAINBIDGE—Rhea Mfg. Co. received bid from United Builders, Thomasville, Ga., at \$48,000 for addition to plant. Dennis & Dennis, Archts., and Richard V. Richard, Assoc. Archt., Box 891, Albany, Ga.

CHATTANOOGEE—Whittier Mfg. Co. received bid from Lobin-Lovell, 300 Peachtree St., Atlanta, at \$25,078 for cooler bucket plant. J. W. Keck, Jr., & Assoc., 3110 Roswell Rd., Atlanta, Archts.

COLUMBUS—Columbus Fiber Mills received bids for addition to mill building. Robert & Co. Assoc., 96 Poplar St., N.W., Atlanta, Archts.

MT. VERNON—Mt. Vernon Mfg. Co. received bid from C. A. Kendrick, 128 W. Solomon St., Griffin, Ga., at \$112,995 for garment manufacturing plant. Cuttino & Assoc., 1001-2 Mortgage Guarantee Bldg., Atlanta, Archts.

ROME—The Hardy Trust Co., 9 E. Second Ave., received bids for building to be leased

to Firestone Tire & Rubber Co., Rome, Ga.

SAVANNAH—Southern Nitrogen Co., Inc., plans modern petro-chemical plant, to cost \$18,000,000.

SWAINSBORO—Mrs. Luck C. Mitchell received bids for office building. Dennis & Dennis, 1106 Bankers Ins. Bldg., Macon, Archts.

LOUISIANA

LOUISIANA—Lone Star Cement Corp. plans \$35,000,000 major expansion program, incl. 2,000,000-bbl. capacity plant at Lake Charles, La., and enlargement of plants at Dallas and Houston, Tex.

BATON ROUGE—Community Coffee Mills received bids for alterations and additions to coffee mills. Bodman & Murrell & Smith, 1175 Nicholson Drive, Archts.

BATON ROUGE—Esso Standard Oil Co., Box 481, Baton Rouge, received bids for addition to Esso laboratories. Voorhees, Walker, Smith & Smith, 101 Park Ave., New York 17, N. Y., Archts.

BOSSIER CITY—Rickey Brocato received bid from Madden Constr. Co. at \$80,000 for new laundry building at 811 Traffic St. Emile De Armas, 2064 E. Texas St., Archt.

ELTON—American Rice Growers Board of Directors, Oberlin, La., let contract to Mid-South Chemical Co., Memphis, Tenn., for anhydrous ammonia bulk storage plant.

JEFFERSON PARISH—August Perez & Assoc., 314 Audubon Bldg., New Orleans, received bids for pre-cast concrete or steel

New and Expanding Plants

Reported in September 1955

104

First Nine Months of 1955

940

First Nine Months of 1954

1,041

office, warehouse and manufacturing building, to be located at base of Huey P. Long Bridge on St. George Ave.

JONESBORO—Town of Jonesboro let contract to Fairbanks Morse & Co., 1000 St. Charles Ave., at \$184,045 for generator unit at municipal power plant.

LAFAYETTE—Estorage Drug Co. let contract to Gossens Constr. Co., Box 818, at \$155,750 for drug warehouse and office building. A. Hays Town, Triad Bldg., Baton Rouge, Archt.

LAKE CHARLES—Lone Star Cement Corp., H. A. Sawyer, president, New York, plans \$14,000,000 cement plant on West shore Calcasieu River, 5 miles So. of Lake Charles.

NEW ORLEANS—Bur Corp. of Louisiana received bid from Binlings Constr. Co., 816 Howard Ave., at \$148,641 for commercial building on St. Charles Ave. & Terpsichore St. Henry G. Grimbail, 413 Pere Marquette Bldg., Archt.

NEW ORLEANS—Firestone Tire & Rubber Co. let contract to Brice Building Co., Box 346, Gentilly Station, at \$10 for Firestone retail building. Edinburgh & Dublin Sts. Diboll-Kessels & Assoc., 637 Pere Antoine Alley, Archts. & Assoc. Engrs.

SHREVEPORT—Carthage Co., 761 Pierremont Rd., received bid of \$28,875 from J. F. Thomas & Son, for office building. Neild-Somdal Assoc., 960 Jordan St., Archts.

MARYLAND

BALTIMORE—B.A.G. Co., Inc., Annapolis Ave. & Severn St., let contract to Henry A. Knott, Inc., 2406 Greenmount Ave., Baltimore 18, at \$90,000 for manufacturing building addition.

BALTIMORE—Baltimore Gas & Electric Co., Lexington Bldg., let contract to Armiger Construction Corp., 2127 Maryland Ave., for Uplands Electric sub-station, 4327 Old Frederick Road.

BALTIMORE—Davison Chemical Co., Davison Bldg., let contract to Consolidated Engr. Co., 20 E. Franklin St., Baltimore 2, at \$144,000 for building alterations at 5500 Chemical Road.

BALTIMORE—Diecraft, Inc., 8643 Pulaski Highway, Harry A. Dundore, president, to construct new plant South of Sparks on York Road.

BALTIMORE—Charles J. Spielman, 2901 Mabel St., to construct manufacturing building addition at 2215 Russell St., to cost \$31,000.

BALTIMORE—Western Maryland Railway Co., Hillen Station, let contract for pier additions and improvements at Baltimore-McComas St. Terminal, to Whiting-Turner Contr. Co., 305 National Marine Bank Bldg., at \$318,993.

FRIENDSHIP AIRPORT—Westinghouse Electric Corp., Gateway Center, Pittsburgh 30, Pa., received bids for electronics plant. Fisher, Nes Campbell & Associates, 1020 St. Paul St., Baltimore 2, Archts.

MIDDLE RIVER—Glenn L. Martin Co. received bids for Wing Sealing facility, Paint Hangar Plant 2.

MONTGOMERY COUNTY—Atomic Energy Commission plans \$10,000,000 headquarters building near Germantown.

SALISBURY—Salisbury Times received bids for newspaper plant and office.

MISSISSIPPI

COLUMBUS—American Bosch Arma Corp. plans expenditure of \$1,164,000 for plant expansion. Lawrence S. Whitten, Birmingham, Ala., Archt.

GULFPORT—Southern Bell Telephone & Telegraph Co. let contract to Barge-Thompson Co., 136 Ellis St., N.E., Atlanta, Ga., for \$375,000 telephone exchange.

HATTIESBURG—Fusten Pecan Co. of Hattiesburg, Miss., and St. Louis, Mo., plan to construct pecan plant.

JACKSON—Jitney-Jungle Stores, Inc., received bid from Wetmore & Farman, Inc., Box 63, at \$125,503 for warehouse building.

MABEN—Town of Maben let contract to Sam Oswald Constr. Co., Mathiston, Miss., at \$54,000 for new glove factory building in Block 39 of Highway 15.

MERIDIAN—Mississippi Power Co. received bids for warehouse and service building, 27th Ave. South, at railroad. L. L. Brasfield, 830 23rd Ave., Archt.

PASCAGOULA—Southern Bell Telephone Co. plans to spend \$750,000 for building on Market Street property—to convert local service from manual to dial operation. Building to cost about \$250,000.

PONTOTOC—Cady & Co. and M. A. Saunders & Co., Memphis, Tenn., purchased \$125,000 BAW Industrial bond issue for construction of Dean Industries, Inc., Chicago, furniture manufacturing plant.

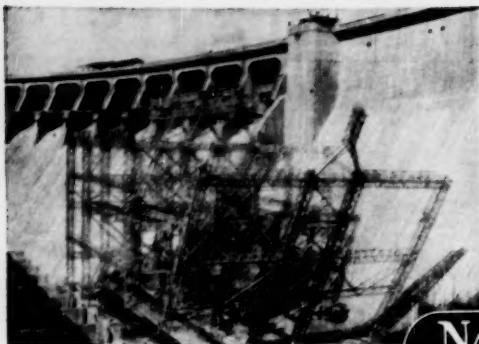
PONTOTOC—Dean Industries, Inc., let contract to G. K. Construction Co., Pontotoc (Continued on next page)

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NASHVILLE, TENN. — BESSEMER, ALA.

NEW AND EXPANDING PLANTS

(Continued from preceding page)

and Pascagoula, for \$40,000 factory.
TUPELO—City let contract to J. E. Staub & Co., Box 215, Fulton, Miss., at \$136,097 for metal building, foundations and construction of masonry office building for Super-Sagless Spring Corp. factory.

MISSOURI

ST. LOUIS—Houghton Elevator Co., 121 S. 11th St., received bid from Robert Paulus Constr. Co., 3441 Morganford Road, at \$67,444 for office and warehouse, 18th & Delmar, Maguolo & Quick, 4908 Delmar Blvd., Archts.
ST. LOUIS—Pittsburgh Plate Glass Co., 3650 Market St., St. Louis, received bids for warehouse addition and alterations at 3650 Market St. Stanley A. Knorth, Box 462, Route 13, Kirkwood 22, Mo.

NORTH CAROLINA

CHARLOTTE—Chemical Corners, Inc., let contract to Laxton Constr. Co., Charlotte, for chemical processing plant, J. N. Pease & Co., Archt.

CHARLOTTE—Overnite Transportation Co. plans \$300,000 office and warehouse buildings on Hitchison Ave.

CHARLOTTE—Southern Real Estate & Insurance Co. let contract to McDevitt & Street Co., Charlotte, at approx. \$200,000 for warehouse to be leased to E. I. duPont de Nemours Co., on Steel Creek Road.

DUNN—Dunn Investors, Inc., received bid from Hunt Constr. Co., Durham, at \$92,900 for garment mfg. plant.

HIGH POINT—Marsh-Armfield, Inc., received bid from R. K. Stewart & Son at \$144,700 for office and plant addition, Robt. P. Guarino, Archt.-Engr.

KINSTON—Swift & Co., Chicago, received bids for sales unit building.

MURPHY—Western Carolina Telephone Co. let contract to H. M. Rice & Son, Weaverville, N. C., at \$62,800 for telephone building. Higgins & Ferebee, Charlotte, N. C., Archts.

RALEIGH—Western Carolina Telephone Co. plans \$2,000,000 expansion.

OKLAHOMA

BARTLESVILLE—Phillips Chemical Co. plans expansion of Plains Copolymer plant, near Borger, Tex.

SOUTH CAROLINA

CARLISLE—Cone Mills Corp., Greensboro, N. C., let contract to Daniel Construction Co., Greenville, S. C., for Carlisle Finishing Co. plant.

CHARLESTON—A. C. L. Railroad, Wilmington, let contract to Ruscon Constr. Co. for North Area passenger terminal.

CHARLESTON—Southern Railway Co., Charlotte, let contract to C. Y. Thomason Co., Greenwood, for mechanical utilities building, grading and concrete foundations for fuel oil storage tank, scale pits and fuel oil pump house.

CHESTER—The Fuller Shirt Co. let contract to W. E. Baker & Son, Whitmire, S. C., at \$123,289 for plant, Francis X. Semino, Bishopville, S. C., Designer.

MILLERS—Mullins Textile Mills Inc., received bid from E. C. B. Constr. Co., Sumter, S. C., at \$76,949 for mill addition, Wm. A. Faust, Archt.; H. J. Riddle, Assoc., Myrtle Beach, S. C.

TENNESSEE

CHATTANOOGA—Holsum Bread Co. plans new baking plant on Dodson Ave. at Crutchfield St. Selmon T. Franklin, Archt.

CHATTANOOGA—The Mueller Co. plans \$1,000,000 plant expansion program. Contract let to Mark K. Wilson Co. Selmon T. Franklin, Archt.

CHATTANOOGA—Riverside Bakery received bids for building on Riverside Drive. Selmon T. Franklin, Archt.

FAYETTEVILLE—Jonathan Logan, Inc., New York, makers of junior dresses, sportswear and blouses, to construct plant on 16-acre tract.

MEMPHIS—Delta Chemical Co. received bids for factory and warehouse, Hall & Norton, Archts.

NEW JOHNSONVILLE—DuPont Company, F. H. Weismiller, Gen. Mgr. of Pigments Dept., announced plan to build multi-million dollar commercial plant.

SOUTH PITTSBURGH—City received bid from John Martin Co., 610 W. Manning St., Chattanooga, at \$152,889 for textile building. Gerald L. Bilbro, 113 E. Solomon St., Griffin, Ga., Archt.

TEXAS

TEXAS—Lone Star Cement Corp. plans \$35,000,000 major expansion program, incl. 2,000,000-bbl. capacity plant at Lake Charles, La., and enlargement of plants at Dallas and Houston.

AMARILLO—Coca-Cola Bottling Co. let contract to S. W. Davis, 216 Lipscomb at \$45,000 for office building.

BELLEVILLE—Southwestern Bell Telephone Co. let contract to J. L. Drymalla Construction Co., P. O. Box 182, Columbus, Texas, for new dial building, N.W. cor. Luhn & Masonic Sts. R. L. Knapp, 719 Storey St., Dallas, Archt.

CORSICANA—Chattanooga Glass Co., Frank Bruninf, Supt., W. 45th St. & Highland Ave., Chattanooga, Tenn., plans bottle manufacturing plant at Corsicana on 36-acre tract on Federal Highway No. 287.

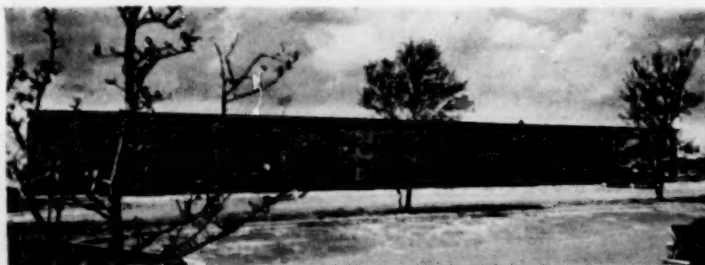
DALLAS—Southwestern Bell Telephone Co. received bids for Emerson dial building addition, Thomas, Jameson & Merrill, 820 N. Harwood, Dallas, Archts.

EXELL—Dept. of Interior, c/o Dr. Clifford W. Seibel, Assoc. Chief of Bureau of Helium, 628 Taylor St., Amarillo, selected The Stearns-Roger Mfg. Co., Denver, Colo., to engineer and design \$6,000,000 helium plant, to be located in Texas Panhandle near Amarillo.

FLOYDADA—Southwestern Bell Telephone Co. received bids for central dial office building, California St.

(Continued on page 61)

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LITTLE GRAINS OF SAND

*"Little drops of water, little grains of sand,
Make the mighty ocean, and the pleasant land."*

On Stilts. Maybe it is a hopelessly old-fashioned idea and in any case we have no expectation that politicians who are notoriously timid will embrace it, but we wonder what would happen if the parties and the candidates would start telling the farmers the truth.

They might for instance point out to the cotton farmer that by keeping the prices of American cotton high and then attempting to support those high prices by limiting its crop, the United States has already surrendered a considerable share of the world cotton market to cotton growers in other nations.

It might be pointed out that high supports for wheat with accompanying acreage and marketing restrictions are bound to bring the farmer under an increasingly tight government control. Already the government is fining and suing people for growing wheat.

The fact is that large segments of American agriculture are walking around on stilts. The safe thing to do is to shorten the stilts gradually until the feet of agriculture are on or near the ground. The alternative is to lengthen the stilts which means that they become increasingly hard to manage and a bad spill is only a question of time.

Something for Nothing?

While there is, perhaps some justification for a municipality undertaking to provide special services, there is no justification for the charge for services to be less than necessary to cover the total cost of providing the same.

It is quite common to find the capital improvement programs of municipally operated utilities financed out of general debt. In 1954, approximately \$4 billion in obligations were outstanding for the capital improvement of city utilities. Of this amount approximately \$3 billion was backed by the full faith and credit of the municipality.

As a result, when the rates charged for utility services are not adequate to cover the cost of providing service, the balance comes out of the general

taxpayer's pocket. This is a subsidy by the general taxpayer of a service benefiting a particular user class.

So long as user-type services are not provided at a rate which reflects total cost of furnishing the service (current operating expenses, capital outlay, debt service, etc.) the general public will be subjected to erroneous allegations that government can provide services at costs below what would be charged by private industry.

Undercover Commies. For those in industrial relations activities, the current and ostensibly amicable attitudes of the communists are of momentous significance. Traditionally, communism has sought to breed in the trade unions.

Today, there is evidence of an insidious development that blends with the overall strategy. This is the practice of communist workers, apart from the known communist officers of existing trade unions, to conceal

themselves in respectable, anti-communist trade unions in the United States.

If this progresses to a substantial point, the Soviet warlords will have a nucleus for effective espionage and sabotage in vital activities. The future could thus pose problems more serious than those of the past, since surreptitious activities by their very nature are more difficult to identify and counteract than overt actions.

It is true that communist domination of trade unions as

well as Communist Party membership in the United States has declined in the past decade. It is also certainly true that organized labor has made substantial progress in identifying and weeding out these cancerous elements, but nevertheless this would hardly appear to be the time to relax vigilance.

Misinterpreting the Law. It is hard to follow the conclusions of the National Labor Relations Board
(Continued on page 20)

Advice often proves to be the sugar-coated pill that we should have taken after we have swallowed a bitter dose of experience.

Southwest's TALLEST Building by AMERICAN BRIDGE

Republic National Bank
Building, Dallas, Texas

Architects: Harrison & Abram-
vitz; Gill & Harrell

Structural Engineers: Edwards &
Hjorth

Structural Steel Fabrication and
Erection: American Bridge

DEEP IN THE HEART OF TEXAS, looming high and handsome above an imposing skyline, the new 36-story home of the Republic National Bank of Dallas is the Southwest's tallest building.

Covering more than an acre of land in the center of the thriving metropolis, this \$25,000,000 building stands as another everlasting example of the strength and versatility of steel construction. 14,000 tons of structural steel went into its gigantic riveted frame—all of which was fabricated and erected by AMERICAN BRIDGE.

One of the interesting applications of the steel frame construction is the use of huge trusses in the bank wing's top story from which the floors above the main banking room are suspended, thus freeing the expansive, two-story main banking room of interior columns.

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Jackson, Tenn.

LITTLE GRAINS OF SAND

(Continued from page 18)

that it is illegal for a company to ask a union to bargain about adding a clause to the contract providing for a vote in secret before a strike is called.

It is even more difficult to follow the reasoning which led to the three-to-two conclusion of the Board.

For a long time now unions, by and large, have considered the membership as a mass and not as individuals. That is bad enough. But for the National Labor Relations Board to decide that the nation's labor law says that's the way things should be is to stretch the bargaining concept and the actual law into something quite unrecognizable.

Certainly the N.L.R.B. concept was not the concept of the Congress when it wrote the Taft-Hartley Law. For a secret strike ballot is embedded in the law as perhaps the most important step to be taken when the statute is invoked by the President in national emergencies.

Section 209 (b) says that if the differences aren't settled by a board of inquiry within 60 days, "The National Labor Relations Board, within the succeeding fifteen days, shall take a secret ballot of the employees of each employer involved in the dispute on the question of whether they wish to accept the final offer of settlement made by their employer. . . ."

The meaning of this is pretty obvious. A secret strike vote is made mandatory so that the dispute will be taken from the hands of the union and placed in the hands of the individual members.

It should be equally obvious that the protection of the individual members the law makes mandatory ought not to be outlawed at the bargaining table.

Labor in Politics. In the annals of labor history, 1955 may well be marked as the year labor unions descended on state legislatures.

Union lobbyists attempted to have the Arkansas anti-violence law repealed, and in Missouri a state senator, who is a teamster's business agent, tried to push through a bill to permit unions to continue violating the law up to five days before a court could issue an injunction.

Other bills to give unions special privileges were advanced on subjects covering suits against unions, union financial reports, state regulation of welfare funds, time off with pay to vote, and public utility dispute acts.

Techniques for plugging legislation favorable to labor unions range from girl lobbyists to heavy financial contributions.

When a Missouri legislative committee debated right-to-work legislation, there were 1,500 unionists from 72 towns on hand. The average legislator probably made little allowance for the fact that a large portion of the union crowd were union business agents who were paid to attend.

Coal vs. Atomic Energy. Bituminous coal producers' move to study the possible impact of power

LITTLE GRAINS OF SAND

from nuclear fuel on their industry is part of a long-range program to help solve the problem of declining markets. Cheerful word comes to the operators, though, as they begin their studies. Department of the Interior's Mineral Resources Mobilization Division believes that coal's troubles are about over for a time at least. Coal will bear the brunt of the nation's energy loads over the next ten years. Further, it reports that although nuclear and solar energy will take over a share of the energy load, it is unlikely that they will displace significant amounts of conventional fuels. The Division predicts that, within the next twenty years, the annual demand for coal is likely to come close to one billion tons—more than twice last year's rate.

Wars Breed Bureaucracy. Those who gain political power in time of war are reluctant to return that power to the people. Instead, they try to persuade the people that government is their great defender, and pretend that private enterprise instead of war has failed. In the periods of hardship which accompany and follow wars, the people still trust government to protect them from the rigors of open competition. They surrender their liberty, and the government uses its power to further clog the channels of trade.

If people understood this relationship, they would simply proceed with the peaceful business of industry and commerce, first insisting that their own government leave them alone in their domestic trade. In other words, those who value freedom and understand the advantages of unsubsidized and unhampered market relationships will see the fallacy and will abandon the attempts at a national Welfare State. The only help needed from any government is that it protect life, liberty and property without prejudice, and stop meddling with the freedom to move and the freedom to trade private property and sound money. But governments will never volunteer to curb their own powers. That has to be done by people who have faith in their own competitive abilities.

Union Pressure & Mergers. One of the practical questions overhanging from the Ford and General Motors settlements is what the UAW-CIO is going to do with its reputed \$25,000,000 strike fund. General Motors and Ford are strong enough to stand up against demands which their managements consider to be unreasonable. The same is not true of all of their diminished number of competitors. George Romney, president of the American Motors Corporation, which produces the Nash and Hudson cars, told the Anti-Trust Subcommittee of the Senate Judiciary Committee a month ago that the UAW-CIO in the past has weakened the competitive position of smaller producers by using its superior strength to inflict higher wage scales upon them. It is for the Congress to determine, in its explorations of anti-trust legislation and the conditions of small business, how far mergers and sell-outs are being compelled by the power of unions.



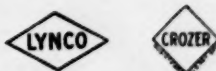
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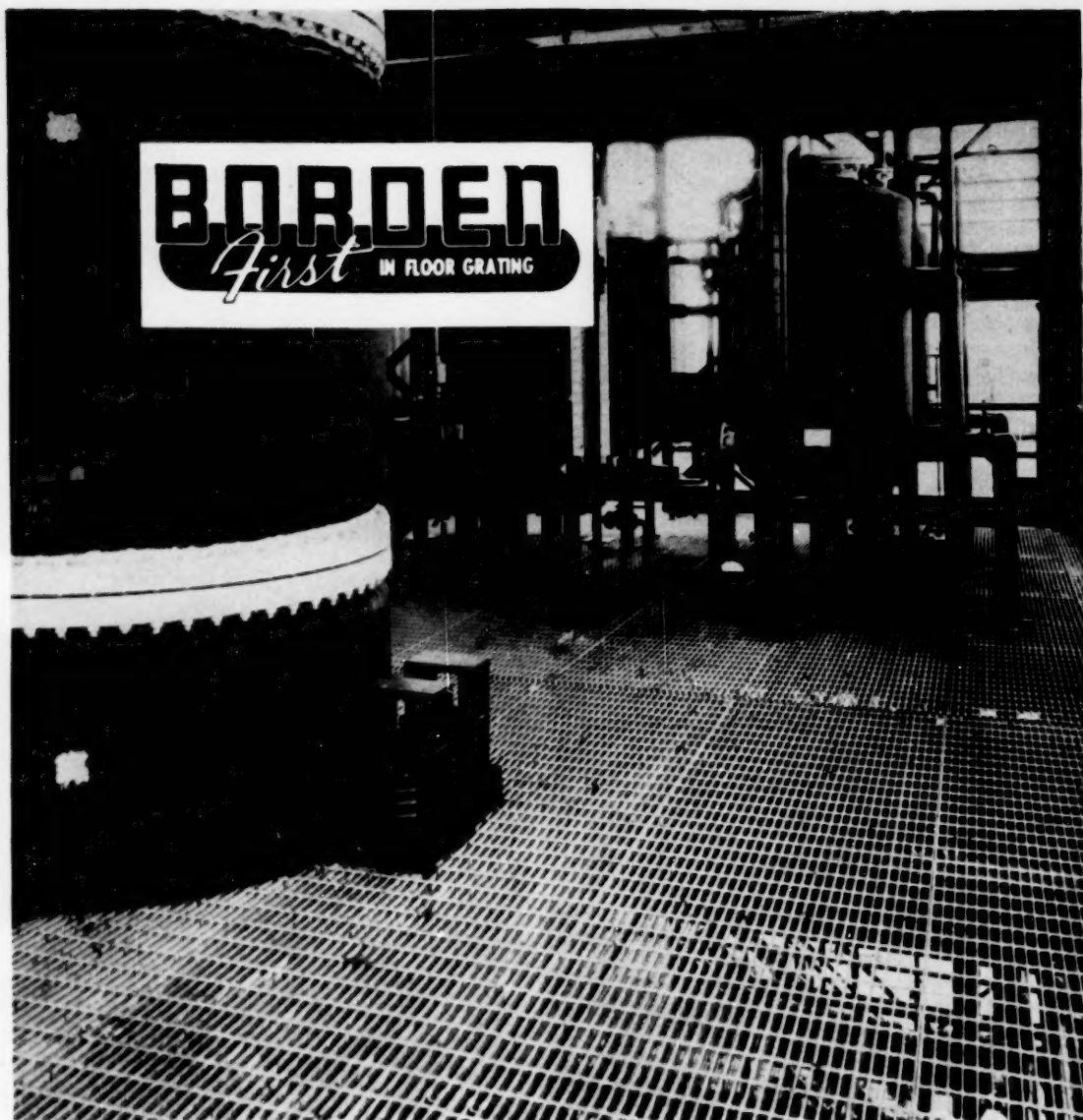
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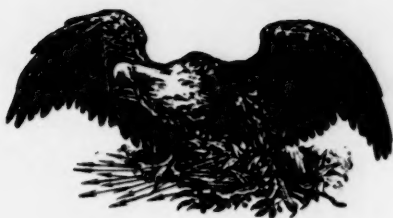
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"What Enriches the South Enriches the Nation"

Conformity

CONVENTIONAL clothing, standard American cars, the "right" school, the "right" club, traditional furniture, colonial homes are all cited as proof that the trend of the people of this nation is towards conformity. This, it is said by many spokesmen both in the press and in speeches, is indicative that the country is approaching a situation where it is extremely dangerous for anyone to express an opinion that disagrees with the generally accepted view. It is suggested that there is some secret organization that has laid down the party line and anyone who fails to toe it does so at his own risk. It is even stated that the Bill of Rights is on its last legs and should be investigated.

The mere fact that such nonsense has been taken at all seriously is evidence enough that anyone can hold and express any views he wishes. Not only can he express them but he can get them into print.

When any person can come out in public and say that he doesn't like the President, or that he is opposed to the draft, or that he is in favor of segregation; then we are scarcely becoming dangerously conformist.

What a person cannot do without risk of penalty is to join, contribute to or encourage a political conspiracy which attempts to disguise itself as a social or insurance organization. One of the penalties he risks is not to be able to go to work for the government.

There was an Alger Hiss and there was a Harry Dexter White. There was at one time a group of people in the National Labor Relations Board who attempted to shape American unionism along class lines and who set back industrial relations by a couple of decades.

There are people who even now believe that Mr.

Hiss and Mr. White were greatly abused men. Others believe that subversives in the N.L.R.B. performed a great service. There is no penalty for persons who hold either of these views. Of course no one can do the things that they did and then cite the Bill of Rights as exempting them from penalty.

If it is argued that the Bill of Rights prevents the government from taking steps to prevent a repetition of acts which are carried on with subversive intent, then it must be argued that the Bill of Rights contains a built-in feature for its own destruction.

Not much more than a decade ago anyone who intimidated the Communists were not altogether high-minded people was exposing himself to a rather bad time.

And in the early days of the New Deal people who disagreed with official policies were likely to be hauled before investigating committees and ran the risk of having their income tax returns quite thoroughly investigated.

Many of the people, it would be safe to say, who are now worrying about the dangers of conformity were then conspicuous by their silence. As a matter of fact some of them seemed at the time to be engaged in hunting down the non-conformist.

A wise man once said, "I was a revolutionist when I was in college, a liberal when I started in business, and a conservative when I was a success." It might be also said that a political conformist is one whose ideas are those currently being expressed by his government. A non-conformist is one who publically expresses his opposition.

The question that should be kept in mind is who is trying to make whom conform to what.

President's Illness Perhaps Just Excuse For Selling Stocks

Long rise in stock prices plus persistent credit restriction policy made quotations vulnerable to shock.

By Robert S. Byfield
Financial Editor

ON September 26th the Dow-Jones Industrial Average dropped from 487.45 to 455.56, the second largest decline on record, exceeded only by the October 28, 1929 decline of 38.33 points. The emotional impact of President Eisenhower's heart attack was great enough to shear \$14 billions from the value of stocks listed on the New York Stock Exchange and perhaps a grand total of \$25 billions with respect to stocks listed on other exchanges or traded in the over-the-counter markets. While there was an immediate rebound on subsequent days, the Average at this writing is around 458.

Historically speaking, there have been many sudden events which caused securities markets to decline, such as the sinking of the battleship Maine in 1898, the outbreak of World War I in 1914, the fall of France in 1940, Pearl Harbor in December 1941 and Korea in June 1950. The common denominator of the events which profoundly effected the political and/or economic situation in the United States was their military nature. On the other hand, some events, purely political in nature, have exercised a disturbing influence as, for example, the unexpected reelection of President Truman on November 2, 1948 and we feel there is enough similarity between that occurrence and what happened on September 25, 1955 to warrant a review of the former and its subsequent effect on stock market quotations.

The election of Governor Dewey had practically been conceded by all but a few die-hard Democrats and the betting odds against President Truman's reelection were between 12 to 1 and 15 to 1 on Election Eve, 1948, when the Dow-Jones Industrials stood at 189.76. On the day after Election, November 3rd, this Average dropped 7.30 points, and a week later it had further declined to 173.48 for a grand total of 16.28 points, or 8.06%. This is to be compared with a decline of 6.3% in the first week after President Eisenhower's heart attack was announced.

The Industrial Average did not recover for almost exactly a year after President Truman's reelection. As a further performance guide, here is a table of highs and lows for the months immediately thereafter:

Month	High	Low
November 1948	189.76	171.20
December 1948	177.92	173.22
January 1949	181.54	175.03
February 1949	180.39	171.10
March 1949	178.45	173.66

The 1949 low was 161.60, reached on June 14th of that year. From that point the market reversed itself, but it was not until October 26th when it once more reached 189. In fact, the high of 200.52 for 1949 was not reached until December 30th.

It is difficult in retrospect to find the reason for the reversal of the trend which began in June, but the Allied success in breaking the Berlin blockade in May and June improved confidence in the international situation. Furthermore, the Industrial Average in 1946, 1947 and 1948 had made its lows in the 161-165 area and in June of 1949 there was a bottom made for the fourth time at that same level. This was encouraging to those who lean on charts for guidance and, in fact, the present bull market may be said to have its beginnings in June of 1949.

We would be remiss if we did not mention the rather remarkable performance of the Dow-Jones Utility Average which on November 1, 1948 had closed at 35.74. In October, which was the last full month before Election Day, it had ranged between a low of 34.46 and a high of 35.75. Following are the low marks made in the ensuing three months by this Average:

November	32.55
December	32.76
January	33.36

January, incidentally, saw the low for 1949. As early as April 5, 1949, the Utility Average had regained all of its post-Election loss, closing that day at exactly 35.75, declining again thereafter and making a June low of 33.82. It rose steadily during the last half of the year to close on December 31, 1949 at the high of 41.31.

That the performance of this Average was extraordinary is perhaps an understatement when it is remembered that the Truman Administration had consistently maintained a hostile attitude toward the

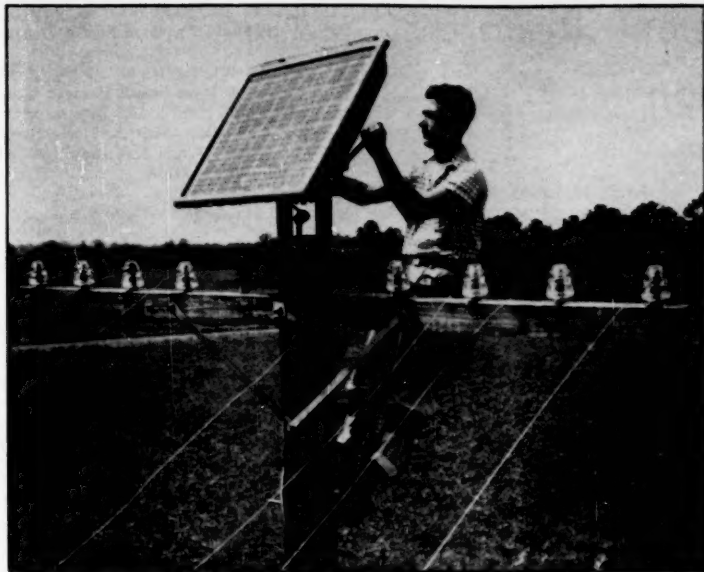
investor-owned utilities. Probably the utility shares were in kind of a politically "sold-out" position by the time Governor Dewey was nominated in 1948, and outside of erasing some of the gain which the utilities achieved in discounting his election, there was nothing more to liquidate.

Today the electric utilities are in a much stronger position financially than they were in 1948 and the investing public has become accustomed to regard them favorably because of the lessened political risk. It seems logical that if the Left-Liberals could not do great damage to them marketwise prior to the election of President Eisenhower in 1952, it is doubtful whether they could be affected very adversely if there is to be a Democratic president in the White House in 1957.

Uncertainty is always bearish and the uncertainty which followed the announcement of President Eisenhower's illness had its customary effect. To some extent the news may merely have been an excuse for many investors to liquidate some of their holdings rather than its cause. After all, the money managers in Washington had for over six months been instituting a series of mildly restrictive credit measures. Margins had been raised, the Federal Reserve Bank rediscount rate had been increased and long term credit for the construction of housing had been made somewhat difficult to obtain. In preceding issues of THE MANUFACTURERS RECORD we have repeatedly referred to the objectives of this credit restriction policy. There was considerable skepticism during the Summer as to whether in view of the tremendous forward momentum of the stock market credit controls would be effective, but it seems that they had always been effective in the past, although not immediately. In our opinion, the stock market was vulnerable not only because of the credit policy instituted by Washington, but also because of the tremendous height to which the market for common stocks had risen.

At this writing no one can predict political events which will occur between now and November 1956. President Truman's reelection was final, but it is not a foregone conclusion by any means that there will be a Democrat in the White House in 1957. Even if there is, we cannot predict the extent to which that administration will show a less friendly feeling toward business than the Eisenhower Administration. True, if investors were to gauge its action by the bitter debates last year in respect to Dixon-Yates, the Atomic Energy Act and the 1954 Internal Revenue Act, they might become frightened. Yet if the tempo of business remains high during 1956 and quotations for common stocks reflect investor confidence, a Democratic Administration might be reluctant to take measures which might "rock the boat," and adversely affect employment, wages and profits.

Predictions as to the immediate course of quotations cannot be made solely on the basis of what happened after President Truman's reelection in 1948. A period of stalemate accompanied by nervousness might now ensue.



Final adjustments on the Bell Solar Battery, being used in experiments near Americus, Georgia.

Solar Power for Telephones A Historic First for the South

On October 4th, at Americus, Georgia, for the first time, the sun—ultimate source of all the power which man has at his disposal—began furnishing power directly to a telephone line.

At 10 a.m. on that historic day, Bell engineers switched solar power into a new type of rural telephone system using the Bell Solar Battery, an invention of Bell Telephone Laboratories announced last year. Use of solar power is a part of experiments being conducted near Americus, Ga., 135 miles south of Atlanta, to develop more and better rural telephone service.

George L. Mathews, a cotton and peanut farmer, made the first sun-powered telephone call and remarked that it sounded "just fine."

The Bell Solar Battery is the first successful device to convert the sun's energy directly and efficiently into substantial amounts of electricity. It is at least fifteen times more efficient than the best previous solar energy converters.

Excess current from the solar unit not needed for immediate telephone use feeds into a storage battery which provides power at night and over periods of bad weather.

The solar battery has no moving parts or corrosive chemicals and therefore should last indefinitely. Even in poor light, it will continue to charge the storage battery but at lower power.

The telephone system, under trial at Americus in cooperation with Southern

Bell Telephone Co., uses transistors instead of traditional vacuum tubes. The transistor, invented at Bell Laboratories and announced seven years ago, requires only small amounts of power.

The new system uses the "carrier" principle which allows several conversations to be sent simultaneously over a single pair of wires. Since each conversation is sent at a different frequency, they do not interfere with each other. Multifrequency transmission has been used for years—with vacuum tubes—on longer distance calls. The system on trial at Americus, however, operates economically over shorter distances such as those on rural telephone lines.

Facts On the Bell Solar Battery

1. Why is the Bell System interested in solar power?

The Bell System is always trying to develop new equipment that will improve service, encourage usage, make possible new services and keep down costs. The solar battery trial at Americus, Ga., is one of many Bell Laboratories experiments to discover new and better means of serving telephone customers.

2. What practical future can be predicted for the Bell Solar Battery?

The device is still very new, and long-range predictions would be difficult to make. We think now that it might be used economically for communication uses where commercial power is unavail-

able and where small amounts of power are sufficient. We hope to find out from this trial whether or not solar power can be used for rural telephone equipment.

3. What does the solar battery look like?

The solar battery being used for the Americus trial is encased in an aluminum housing less than a yard square. It contains 432 silicon cells, cushioned in oil and covered by glass.

4. How efficient is it?

Silicon cells can convert as much as 11 per cent of the energy they receive from the sun directly into electrical power—a performance comparable to that of the best gasoline and steam engines.

5. What are the cells made of?

Specially-prepared silicon used for the cells is obtained originally from common sand, one of the world's most abundant materials. Silicon is a semiconductor, with properties similar to germanium, the material used in most transistors.

6. How powerful is the Bell Solar Battery?

The Bell Solar Battery uses disks of wafer-thin silicon about the size of quarters. These cells are extremely sensitive to light and can be electrically linked together to deliver power at the rate of 100 watts per square yard of effective surface.

7. Who invented the device?

The Bell Solar Battery was invented by a three-member team of the Bell Laboratories Scientists, G. L. Pearson and D. M. Chapin, physicists and C. S. Fuller, chemist.

8. How is the Bell Solar Battery Made?

A "diffusion" technique developed at Bell Laboratories is used for producing these silicon cells. A thin slice of very pure silicon is treated under gas at high temperatures. This permits the controlled introduction of certain impurities into the atomic structure at the surface of the silicon. This is done at a precise rate to reach a depth of less than one ten-thousandth of an inch. The boundary created in the cell between the two different regions of electrical conductivity is referred to as a "p-n junction," and is the heart of the device.



Wafer-thin disks of silicon about the size of quarters deliver power at the rate of 100 watts per square yard.

Southern Employment Record Tops That of Nation

Payrolls in South Give Promise of Market Leadership in
Forthcoming Era.

by Caldwell R. Walker
Editor, *Business Trends*

Dollar value of business activity as a whole has now returned to the level of the peak reached in 1953.

Employment as a whole, however, is still somewhat below the 1953 peak, and unemployment is still somewhat higher than it was in 1953.

This apparent anomaly is a cause of some concern to those who believe that full employment is a necessary concomitant to high level prosperity.

Employment Is Not Essential

Leaving out the sociological and political aspects of the circumstance, there are a number of reasons to support the view that employment alone cannot maintain high prosperity and that a reasonable amount of slackening employment is not fatal to such prosperity.

Probably the best evidence to this effect is to be seen in the visible features of the current situation. Despite the conditions noted above, business is not only holding at highest levels but even gives sign of going higher.

Furthermore previous cycles have been accompanied by a lag in employment on the upward trend and also a lag in unemployment on the downward trend because employers hesitate to make definite changes in personnel, in either direction, until definite trend in the cycle can be seen.

Indications now present point to gradually increasing employment until previous ratios with production are achieved. In the meantime increased production in the face of lesser employment is plainly traceable to technological improvements on the one hand and increased length of workweek hours on the other.

Employment Is Important

From the standpoint of business welfare, however, there is another side to the picture.

Employment of any type and of all types means strength for markets. The section of the business cycle that carries with it greatest opportunity for employment carries also the soundest base for long range marketeering. It is for this reason that industry now is beginning to recall workers laid off in 1954 instead of increasing the overtime work of those already on the payroll.

The South Looms Strong

Making greatest headway in this achievement are the 16 Blue Book states of the South, including Missouri along with the South Atlantic, East South Central and West South Central states.

Particularly is this true in the case of Manufacturing employment, by all odds the most important segment of the National economy so far as the business cycle is concerned.

Taking average employment for the year 1953 and comparing it with employment of today, the South now shows a deficit of only 3 per cent, whereas the United States as a whole shows one of 6 per cent.

New Industry Rates High

One of the most impressive conclusions to be drawn from the obvious evidence is to the effect that newer and more modern plants are better able than older types to cope with the exigencies of intense competition.

It is this advantage which makes it possible for the South to meet the contingencies of the business cycle without drastic upheavals in production and payrolls.

During the recession of 1954 neither employment nor production fell as steeply in the South as in the East and North Central.

The conclusion is further strengthened through review of conditions in the West and Far West where employment and production fluctuated to even a lesser extent than in the South itself.

A brief review of employment changes shows the following ratios of today's factory payrolls compared with 1953:

Maine 89%, New Hampshire 96, Vermont 88, Massachusetts 91, Rhode Island 89, Connecticut 90, **New England 90**;

New York 92, New Jersey 91, Pennsylvania 90, **Middle Atlantic 91**;

Ohio 94, Indiana 91, Illinois 93, Michigan 98, Wisconsin 94, **East North Central 94**;

Minnesota 90, Iowa 96, Missouri 93, North Dakota 100, South Dakota 92, Nebraska 93, Kansas 94, **West North Central 93**;

Delaware 97, Maryland 94, D. C. 100, Virginia 94, West Virginia 96, North Carolina 97, South Carolina 99, Georgia 102, Florida 107, **South Atlantic 98**;

Kentucky 100, Tennessee 96, Alabama 99, Mississippi 101, **East South Central 98**;

Arkansas 101, Louisiana 90, Oklahoma 103, Texas 99, **West South Central 98**;

Montana 95, Idaho 100, Wyoming 90, Colorado 94, New Mexico 101, Arizona 107, Utah 94, Nevada 100, **Mountain 98**;

Washington 98, Oregon 97, California 101, **Pacific 100**.

United States 94.

Mining Still Lags

Other industries linked with Manufacturing in a productive sense are Farming, Mining and Construction. Since Farming is an industry with a minimum of hired labor, employment therein does not have the same significance as in the other three, but both Mining and Construction are important from an employment standpoint.

In Mining employment is just now beginning to take up the slack left in 1954 employment, largely a matter of declining activity in the Coal Fields. Today it is only those states heavily engaged in bituminous or anthracite coal mining that have employment problems.

Mining employment ratios, 1955 compared with 1953 are as follows:

New England 100%;

New York 83, New Jersey 100, Pennsylvania 68, **Middle Atlantic 70**;

Ohio 96, Indiana 83, Illinois 83, Michigan 94, Wisconsin 100, **East North Central 89**;

Minnesota 84, Iowa 100, Missouri 100, North Dakota 100, South Dakota 100, Nebraska 100, Kansas 100, **West North Central 95**;

Delaware 100, Maryland 100, Virginia 83, West Virginia 74, North Carolina 100, South Carolina 100, Georgia 100, Florida 100, **South Atlantic 79**;

Kentucky 77, Tennessee 100, Alabama 89, Mississippi 100, **East South Central 83**;

Arkansas 100, Louisiana 115, Oklahoma 102, Texas 102, **West South Central 104**;

Montana 92, Idaho 100, Wyoming 80, Colorado 100, New Mexico 100, Arizona 107, Utah 100, Nevada 100, **Mountain 98**;

Washington 100, Oregon 100, California 100, **Pacific 100**;

United States 89.

Construction Booming

It is almost needless to say that Construction is today outstripping 1953 in both production and employment. Production, however, is far ahead of employment, evidencing both increased costs and improved techniques. In the South, due to completion of large Federal projects in several states, employment is less today than in 1953 even though values put in place are somewhat greater.

This may not be entirely to the disadvantage of the South. If there is any segment of National or regional economy that has been going forward at too fast a clip it is Construction. With a view to future stability it is quite possible that the South's rate of Construction output

(Continued on page 53)

Selected Employment (000)

State/Region	Manufacturing		Mining		Construction	
	1953	1955	1953	1955	1953	1955
Maine	114	101	1	1	12	15
New Hampshire	82	79	*	*	7	9
Vermont	41	36	1	1	4	5
Massachusetts	738	668	1	1	70	78
Rhode Island	146	130	*	*	15	17
Connecticut	456	412	1	1	39	45
New England	1,577	1,426	4	4	147	169
New York	2,017	1,846	12	10	222	218
New Jersey	845	767	5	5	94	102
Pennsylvania	1,619	1,450	140	95	193	189
Middle Atlantic	4,481	4,063	137	110	509	509
Ohio	1,422	1,331	23	22	137	147
Indiana	674	610	12	10	62	67
Illinois	1,326	1,238	36	30	164	166
Michigan	1,219	1,196	18	17	107	102
Wisconsin	472	444	4	4	53	56
East North Central	5,113	4,819	93	83	523	538
Minnesota	224	201	19	16	47	59
Iowa	172	165	3	3	35	33
Missouri	414	384	9	9	56	68
North Dakota	6	6	2	2	8	11
South Dakota	12	11	3	3	9	11
Nebraska	61	57	2	2	20	23
Kansas	139	130	19	19	34	39
West North Central	1,028	954	57	54	209	244
Delaware	62	60	*	*	10	11
Maryland	269	254	2	2	60	62
District of Columbia	17	17	*	*	18	20
Virginia	256	241	18	15	57	60
West Virginia	136	130	99	73	21	17
North Carolina	450	436	4	4	51	45
South Carolina	226	223	1	1	51	36
Georgia	316	322	4	4	49	55
Florida	122	131	7	7	79	80
South Atlantic	1,854	1,814	135	106	396	386
Kentucky	160	160	47	36	52	40
Tennessee	292	279	9	9	52	56
Alabama	234	232	18	16	32	33
Mississippi	98	99	3	3	18	19
East South Central	784	770	77	64	154	148
Arkansas	83	84	6	6	18	19
Louisiana	162	146	32	37	57	46
Oklahoma	85	88	47	48	35	31
Texas	438	432	121	123	168	164
West South Central	768	750	206	214	278	260
Montana	19	18	12	11	9	10
Idaho	24	24	5	5	9	9
Wyoming	7	6	10	8	5	6
Colorado	68	64	13	13	27	25
New Mexico	16	17	15	15	13	16
Arizona	28	30	13	14	18	16
Utah	33	31	14	14	12	13
Nevada	5	5	5	5	8	10
Mountain	206	195	87	85	101	105
Washington	195	191	3	3	47	47
Oregon	143	139	1	1	25	24
California	1,064	1,072	37	37	257	268
Pacific	1,402	1,402	41	41	329	339
United States	17,207	16,193	857	761	2,616	2,698



Kerrigan Announces Extensive Plant and Office Improvements

Philip Kerrigan, Jr., President of Kerrigan Iron Works, Inc., Nashville, Tennessee, has announced expansion plans for their main offices. Contract has been let and construction is well under way for a two-story, fireproof, brick addition, in the classic Greek design. Kennon Construction Company is general contractor and Robert H. Street the architect. This new building was made necessary to provide space for their new Greulich Bridge Flooring Division and expansion in the Street Light Standard Division.

Also under way is an extensive remodeling program of the entire offices.

Included in this program is a new ladies' club room panelled in soft green and equipped with comfortable chairs, daybed, snack kitchen and other features for the complete comfort of women employees. Plans also call for a large conference room.

Just completed is one of the most beautiful executive suites in the area, which is occupied by Mr. Kerrigan. This suite is very tastefully decorated and furnished in 18th Century Queen Anne chests, one on either side, and Chinese mirrors hang above each. On each chest is a handsome Chinese import bowl. The Kerrigan coat

of arms hangs above the antique pine mantel. The president's desk is a large Queen Anne table with antique ink stand. Other pieces are a Quenn Anne settee with matching chairs, an antique gold wing chair, and a marble top console. A very beautiful 18th Century silver and crystal chandelier hangs in the center of the large room. Oriental rugs adorn the floor with beautiful soft green damask draperies at the windows. On the walls hang portraits of Mr. Kerrigan's wife and children, all painted by the well known Alexander Clayton. A Chinese mural decorates another wall, and a very large and beautiful painting of the Pannini school hangs on the East wall.

Expansion plans also include a 160-foot addition to their river plant, made necessary by the steady growth of the grating division. When completed the new addition will increase the length of the river plant to 600 feet. This building also houses a machine shop which is being expanded.

Kerrigan Iron Works, Inc., has grown from an exclusive ornamental iron shop into one of the nation's largest manufacturers of open steel flooring, with 3 plants and main offices in Nashville. General Sales Offices in New York City and representatives in principal cities. They also manufacture bridge flooring, street lighting standards and mast arms and brackets for utility poles. In addition, a large number of open end steel tanks are manufactured for the petrochemical industry.

Kerrigan steel flooring has been installed in power plants, packing plants, oil and chemical plants and many others all over the United States and in some foreign countries. It is also in use on many railroad box cars, tank cars and dome platforms. Recently, their grating was installed in plants of the huge Orinoco project in Venezuela for the Orinoco Mining Company, a subsidiary to U. S. Steel Corporation. Two new lines of grating have been added—aluminum and steel riveted and welded stainless steel—both aluminum and stainless steel are a boon to the oil and chemical industry where extreme corrosion conditions prevail.

Only a few months ago Kerrigan added a new division, the Greulich Bridge Flooring Division, with G. G. Greulich, famous engineer-designer as consultant. (See Manufacturers Record 1955.)

Another fast growing division is the Weldforged Street Lighting Standards. Installation of these standards, mast arms and brackets have been made in over 150 cities and towns in the United States for lighting streets, highways, stadiums, shopping centers, etc. In Nashville their installations include Vanderbilt University's Dudley Field, the new \$2,500,000.00 Green Hills Shopping Center and some of the streets and highways. A few of their new contracts call for installations in New York City, Long Island, N. Y., the City of Baltimore, Boston and Taunton, Mass., Kearney and Wayne, Nebr., Ft. Lauderdale, Belle Glade and Ocala, Florida, Oshkosh, Wis., Pueblo, Colo., and floodlight standards for the University of Texas.



Lavish new executive suite.



The sprawling General Electric Company's Appliance Park in Louisville, Kentucky.

G.E.'s Geographical Decentralization Establishes 18 Plants in 10 Southern States

ONE of the biggest boosts to the post-war development of industry in the South has been provided by the General Electric Company, which, since 1946, has added, or has under construction, 18 major new plants in 10 Southern states.

General Electric, manufacturing products ranging from transformers to Christmas tree lights, is backing up its faith in the future of the South and the country as a whole with a nation-wide expansion and modernization program which has cost 190 dollars per minute, or a quarter of a million dollars per day, for the past 11 years.

The South's portion of this \$1,200,000,000 investment in progress, to date, has amounted to nearly 250-million dollars in new plants and equipment. When all plants reach full production, they will provide employment for nearly 30,000 persons and pay wages of well over 100-million dollars a year. Additional hundreds of millions of dollars will be added to the

economy of the Southeast through the purchase of supplies and services and the payment of state and local taxes.

But all the benefits of General Electric's enterprise in the South are not measured in investments, employment, payrolls, purchases, and taxes. The electrical industry is a "key" industry, essential to the development of other industry, and General Electric is the world's largest manufacturer of electrical equipment. The new G-E locations, therefore, should stimulate the growth of other business activities.

Even more important, General Electric has contributed substantially to the diversity of manufacturing in the South. It has brought a variety of "hard" goods which are adding balance to the economy of the "New South" and providing it with the stamina to withstand the ills of a poor agricultural year or a weakening of its more traditional "soft" goods industry.

Following is a list of the Southern locations where General Electric has established plants during the past decade, together with the products manufactured:

City	Product
Jonesboro, Ark.	Specialty component motors
Anniston, Ala.	Electronic tubes
Rome, Ga.	Medium power transformers
Lexington, Ky.	Sealed beam headlamps
Lexington, Ky.	Lamp glass
Louisville, Ky.	Major appliances
Owensboro, Ky.	Receiving tubes
Jackson, Miss.	Fluorescent lamps
Asheboro, N. C.	Automatic blankets
Goldsboro, N. C.	Parts for lamps and radio tubes
Hendersonville, N. C.	Outdoor lighting
Hickory, N. C.	Distribution transformers
Irmo, S. C.	Aluminum electrolytic capacitors

(Continued on next page)



Multi-million dollar new Specialty Control plant in Waynesboro, Virginia.



Automatic Blanket plant located in Asheboro, North Carolina.



Fluorescent lamp and lamp glass facility at Jackson, Mississippi.

Memphis, Tenn.—Christmas and miniature lamps
Houston, Tex. — Switchboards, panelboards, etc.
*Tyler, Tex.—Home air conditioning
*Roanoke, Va.—Industrial controls
Waynesboro, Va.—Electronic controls
(Note: *—under construction.)

Reasons for General Electric's new manufacturing activities in the South are as numerous as the plants themselves and as varied as the items to be produced, but, in general, the new moves South—and West and Southwest as well—are attributed to the rapid growth of the nation's economy and the company's long-range planning to grow along with it.

President Ralph J. Cordiner, speaking at the dedication last year of the 25-million-dollar medium transformer plant in Rome, Ga., said, "It's a natural step for the General Electric Company, which is national and international in character and manufactures a wide variety of industrial and consumer products, to be a part of the industrial expansion in the South. While we had our start in New England, we have always grown along with the economic development of the nation as a whole."

Mr. Cordiner took the same occasion to express the company's eagerness to participate in the "enlightened industrial revolution" underway in the South.

"All the knowledge gained from a hundred years of trial and error experience, all the benefits of modern industrial planning have been brought to bear on this great challenge of the South," he said. "As a result, the new factories are clean, attractive and efficient. Locations have been selected with careful attention to the source of raw materials, markets for many different products, the labor supply, power, transportation, religious, social and educational facilities, and other factors."

He pointed to the Rome plant itself—first in the world to be built for the mass production of medium-sized power transformers—as a first-class example of the ultra-modern efficiency of new Southern industry.

Some observers in General Electric's old established locations in the northeast have expressed alarm over the company's expansion in other areas. Despite its heavy investments in Southern locations, however, the company has spent a greater amount on new facilities and equipment, new research laboratories and other additions and improvements in its traditional northeastern locations. Eighty-one percent of the company's plants and ninety percent of its employees are located in the area east of the Mississippi River and north of the Ohio River.

Philip D. Reed, Chairman of the G-E Board of Directors, touched on the subject last February when he spoke at the groundbreaking ceremonies for the company's new outdoor lighting plant at Hendersonville, N. C.

"We are not leaving one locality in favor of another," Mr. Reed said. "Rather we are expanding with the nation's ex-



PLANT MANAGERS: J. O. DeVries,
Automatic Blankets, Asheboro, N. C.



A. D. Dixon
Lexington, Ky., Lamp Works.



M. F. Hubbard
Jackson, Miss., Lamp plant.

panding and changing population—into new markets and new areas of development. Before there was a plan for Hendersonville, there was a plan for Lynn, Mass., which contemplates full and effective use of improved and modernized facilities in that city."

"It is just good business," Mr. Reed said also, "to put some of our payrolls into areas where our major markets are, as our competitors are doing. To do so does not give preference to one area over another; it ultimately helps each community in which General Electric has a plant. We cannot continue to grow except with, and as a part of the economic development of the nation as a whole."

One of the terms used frequently by General Electric in connection with its post-war development program is "geographical decentralization" — a term which has proved a big boon to the small community.

In the past, both management and professional labor leaders have acted as if it were desirable first to concentrate great industries in a single location and then to freeze those concentrations as they exist so that it is impossible to correct the mistakes of the past, President Cordier explains. When a disproportionate concentration of the population in a given area is dependent upon a single industry, a host of economic and social problems are apt to follow.

General Electric has practiced its "geographical decentralization" policy in its current expansion program, taking new industrial employment to communities where there are available workers, rather than crowding further the already overstrained larger industrial centers. The move, however, has not been at the expense of old, established locations, where G-E employment, in fact, has also been increased.

Such Southern cities as Asheboro, N. C., Anniston, Ala., Lexington, Ky., Irmo, S. C., and others owe their new G-E plants to geographical decentralization. The single exception is the huge Appliance Park in Louisville, Ky., where manufacture of all G-E major appliances is concentrated so as to serve customers better through consolidated carload shipments.

C. K. Rieger, Vice President and General Manager at Louisville, was quoted as follows when asked why the Major Appliance Division located at Louisville:

"We decided to locate Appliance Park in Louisville for several reasons. The high quality of the labor supply, the geographic position, its transportation and other facilities satisfied our requirements. But beyond that, we were looking for a location near a city large enough to absorb the social and economic impact of Appliance Park. The more we learned about Louisville, the more we were convinced it was our logical choice. Now that Appliance Park is operating at near-peak production, I am happy to report that the decision was a happy one for both General Electric and Louisville."

"Decentralization" in General Electric applies not only to geography, but to organization, another factor which will contribute to the growth of G-E facilities in the South and their influence on the continued development of Southern industry. Each of the new facilities in the South is, or will be, a complete operating component in itself, and its management will be delegated with the authority and responsibility to conduct a constructive, profitable business in the best interest of its customers, shareowners, employees, suppliers, the community in which it lives, and the public in general. None of the plants could be construed as a "branch" operation.

The self-sufficiency of G. E.'s new plants in the South extends, in many cases, to the establishment and maintenance of laboratories and development facilities where engineers and technicians, from universities in the South and throughout the nation, will work constantly to develop new and better products and improve methods of production.

For example, the plant now under construction at Hendersonville, N. C., is already being referred to as the "Outdoor Lighting Center of the World." G-E officials believe that the outdoor lighting industry is in its infancy only; that the need for more and better street and highway lighting, traffic signals, and flood lighting, for safety, crime prevention, recreation and business reasons, will more than double during the next ten years. New lighting techniques will be a necessity, and Hendersonville is expected to become a world center for new developments in this field.

Other G-E plants in the South are, themselves, a result of modern research
(Continued on next page)



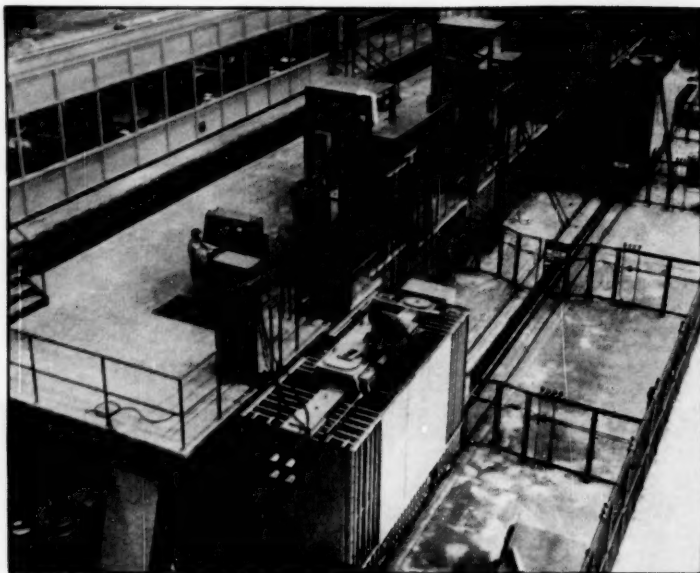
I. D. Daniels
Electronic Tubes, Owensboro, Ky.



D. M. Mulholland
Miniature Lamps, Memphis, Tenn.



William Nave
Electronic Tubes, Anniston, Ala.



Assembly line production of medium power transformers at the Rome, Georgia, plant.

(Continued from page 31)

and planning—new ventures into new fields of endeavor and indications of the promises of the future.

One of these is the 6½-million-dollar plant recently started at Irmo, S. C., near Columbia, which owes its existence largely to the development of color television and optimistic predictions for its future.

The plant will manufacture aluminum electrolytic capacitors, which are used in radio and television receivers and various electronic devices. Color television receivers require twice as many capacitors as black and white receivers, and market studies indicate that by 1960 nine-million color TV sets will be sold annually in the United States.

Irmo plant manager E. E. Bauer says, "We're really starting from scratch—new product, new plant, new customers and new employees."

Automation—another of today's exciting industrial challenges—is the key to

General Electric's establishment of a multi-million-dollar plant at Waynesboro, Va. This plant will be the company's headquarters for the manufacture of a wide variety of electronic controls and other automation equipment. Many of the controls are critical national defense items.

At dedication ceremonies in May, company officials predicted that industry's demands for electronic controls would double by 1961 and triple by 1965. At the same time, Dr. L. T. Rader, General Manager of the Specialty Control Department, whose headquarters are in Waynesboro, expressed the conviction of industrial leaders that automation, far from creating unemployment, was the only answer to greater production, more jobs and greater prosperity.

Dr. Rader said the construction of the Waynesboro plant was a good example of how automation "leads to more jobs in producing this type of equipment and to better jobs in its utilization on produc-

tion lines, because it relieves man of more monotonous chores and frees him for more creative and interesting work."

Editor's note: As we go to press another new plant for the South is announced by G.E.

A General Electric Company plant, costing in excess of \$5,000,000, will be built in Lynchburg, Virginia, as the new home for the Company's Rectifier Department, now located at Lynn, Massachusetts, and Limerick, Maine.

Max I. Alimansky, general manager of the department, announced that construction of the new plant will begin about March, 1956, and initial production will start in January, 1957.

He said the plant, providing in excess of 200,000 square feet of office, manufacturing and laboratory space, will eventually employ about 800 persons. It will occupy a 100-acre site two miles beyond the Lynchburg city line.

Among the products to be manufactured at the new plant are power rectifiers, general purpose and truck battery chargers, electroplating equipment, D.C. Power Supply equipment for use in industry and the communications and computer fields, and airborne and ground power supplies for the aviation industry.

Mr. Alimansky said more than 200 possible locations were examined before the Lynchburg site was finally selected because it "most adequately met the requirements necessary for the successful operation of our business—adequate labor supply and high productivity; ample transportation facilities and utilities; good community factors, including schools, housing, business and recreational facilities as well as religious, social and cultural opportunities, and a good community attitude toward business."

One of the results of better living through greater productivity—home air conditioning—prompted General Electric's decision to establish a new 15-million-dollar plant in Tyler, Texas, for the manufacture of home cooling units. The plant will serve also as headquarters for the Home Heating and Cooling Department.

At ground-breaking ceremonies for this plant last April, Roy W. Johnson, G-E Executive Vice President, pointed out that the "home cooling industry is only three years old, and the surface has just begun to be scratched, with less than one percent of the homes owning a central cooling unit." More than 50 percent of the home cooling market lies in the South and Southwest, Mr. Johnson added.

The automatic blanket is another product for which General Electric feels there is a great potential market. The new G-E plant in Asheboro, N. C., is the largest and most modern plant in the world for the production of automatic blankets and heating pads.

In its advertising, General Electric says progress is its most important product. Its pattern of growth, its faith in the future, backed up by more than a billion dollars in new plants and equipment, certainly bears out the slogan. This kind of General Electric progress is the South's most important product, also.



Over 1650 persons work in this electronic tube plant in Anniston, Alabama.



Aluminum Firm Building \$10,000,000 Richmond Office

Reynolds Metals Company broke ground last month on the outskirts of Richmond in Henrico County, Va., for an aluminum building to house its executive offices. The completed cost of the entire project, including property and landscaping, will be approximately \$10,000,000. An aluminum spade was used by R. S. Reynolds, Jr., President, to break the ground in the presence of officials of Reynolds and other companies interested in the project.

Work began promptly, and the building is scheduled for completion by the middle of 1957.

Reynolds Metals Company has entered into an agreement with the St. George Building Corporation, a subsidiary of Electric Bond and Share Company, and with the Metropolitan Life Insurance Company, all of New York.

St. George, who will have the building constructed, has engaged Ebasco Services, Incorporated, for the space planning, engineering design and construction management of the project. Skidmore, Owings, & Merrill, of New York, are the architects; and George A. Fuller Company, also of New York, are the general contractors. Both of these firms have had wide experience in the use of aluminum for office building construction. Upon completion of the building, St. George will transfer title to Metropolitan Life Insurance Company who will lease the property to Reynolds Metals Company on a long-term basis.

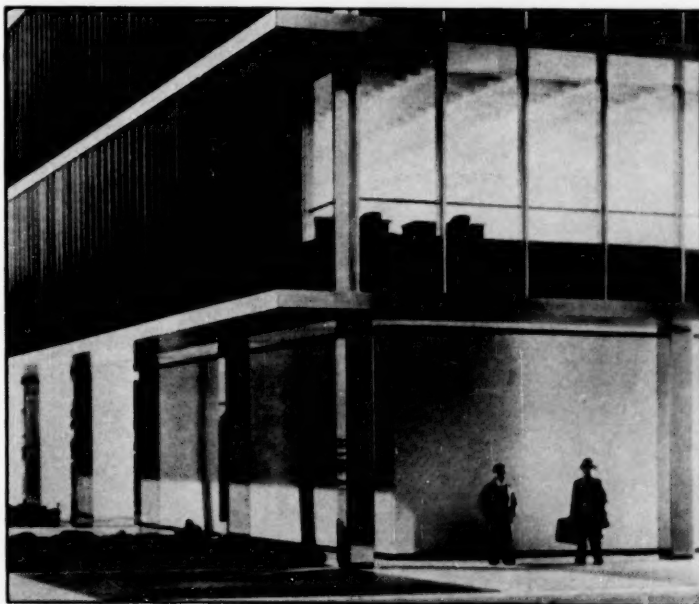
Most unusual of the new features will be the use of varicolored vertical aluminum louvers on the east and west walls of the building. These louvers will open and shut automatically as the sun moves

in its orbit. In addition, a six foot horizontal aluminum sunshade will protect the windows at each floor level. These sun control features, together with gray tinted glass walls, will reduce the air conditioning load and provide effective light control.

Vertical transportation between the various floors will be by means of electric stairways using aluminum for all exposed panels and deck covers.

The building will be situated in a typical Virginia setting on a forty-acre tract landscaped with flower beds, trees and a reflecting pool. It will be built around an open court planted with flowers and shrubs. Access to the 500-car parking lots will be from both the east and west sides of the property.

Crowded conditions in Reynolds headquarters in downtown Richmond presently make it necessary to rent additional office space in other buildings. The new Reynolds building is planned to accommodate approximately 1,000 employees. The long range program provides for a possible future building expansion of approximately 80 per cent without disturbing the original layout.



Close up of the modern facade of Reynold's new headquarters.

South Benefits From Decentralization of Industry

By Honorable Charles E. Daniel

*Chairman of the Board, Daniel Construction Company,
Greenville, South Carolina
and former U. S. Senator from South Carolina*

They watched the enormous cotton textile movement South during the first quarter of this century. Still—the story of the development of Southern resources and manpower and the resultant migration of manufacturing plants South is beyond the wildest predictions of our nation's economists. Since World War II, under the decentralization policy of the government's accelerated depreciation program, the Southern states have been getting well over 50% of plant locations, both numerically and dollar-wise. The shift southward has extended into the woolen industry, the chemical industry with its allied synthetic fiber phase, rubber, kraft paper, newsprint, plastics, aluminum, phosphate, and other fields.

Today's South is on the threshold of becoming the center of the wool industry. In 1954, two large wool scouring plants were constructed in lower South Carolina. As a result, manufacturing plants using wool "tops," ready for spinning, weaving, and finishing, are locating and are about to be constructed in the area. The latest announced are those of Textron's Amerotron at Barnwell, South Carolina, and J. P. Stevens' new plant at Dublin, Georgia. Clemson College, together with manufacturers, is developing sheep raising on farm lands by starting herds of high bred stock imported from Australia. Similar movements are on the way in Georgia and North Alabama.

"King Cotton" is gradually but surely being supplanted by industry and other

farm products. This change in the agricultural South brought about the enormous reduction by approximately 50% of the cotton acreage.

Foreign chemical manufacturers have been pressing domestic producers in spite of tariffs and high transportation costs. Greater production capacity in most chemicals and plastics with the present day trend toward automation has meant price reductions. Many plants have set up large laboratories and pilot plants which are discovering new products daily which will revolutionize America's, and in fact, the world's way of life as time goes by.

Synthetic fibers are expanding rapidly. Output may triple within the next fifteen years. The trend toward location in the South and expansion of present plants is evidenced by a statement from Dr. Frank J. Soday, Vice President of the Chemstrand Corporation, who predicts that production of synthetics in the South alone will increase 1100% by 1975. These new fibers will not entirely eliminate wool and cotton, but they will take over much of the market in blends used in apparel for warmth in winter as well as coolness in summer. Nylon and similar synthetics in molded form are being projected ever-increasingly into the manufacture of gears, bearings and other similar machine component parts, cutting down production costs under those resulting heretofore from the use of metals.

Likewise, production of plastics in our

southern and southeastern states continues the leap forward. One of these big developments in plastics is the enormous demand for polyethylene. Eight mammoth plants are now underway or have been built predominantly in the South, where the climate allows economies due to outdoor designs with the entire operation in an open steel structure, with the exception of control rooms and similar features which must be housed.

The utilization of petroleum and gas for the major part of the chemical expansion of this era has resulted in large concentration of this industry on the Gulf Coast where raw materials are readily available. This area had more than twice the amount of the chemical expansion as compared to areas in the Middle Atlantic and the East North Central States. This expansion in the petrochemical industry has been so phenomenal that it is considered the most important economic development in the past twenty-five years.

This branch of the chemical industry accounts for 25% of all chemicals being used and it is predicted that it will increase to more than half of the industry within the next decade. In 1940, the total capital investment was in the neighborhood of 350 millions of dollars—today, it is seven times that much, yet it uses only 1% of the petroleum and 5% of the gas production of this country. The major portion of our petroleum reserves are located in the South, two-thirds of the nation's total, with new fields being developed in South Alabama and North Florida. With this enormous concentration of the industry along the Gulf Coast, the petro-chemical facilities in the area amount to 85% of the entire United States. Dupont has nearly one-half of its total investments in the South.

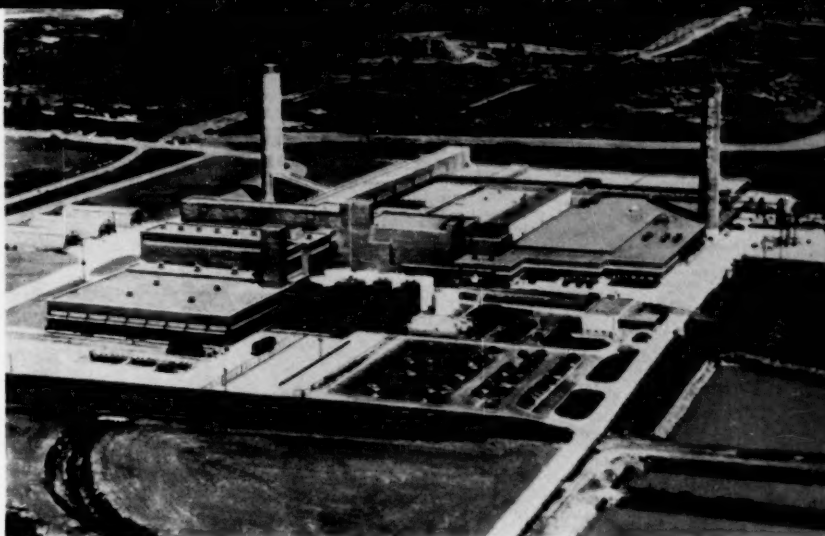
In the paper industry, many new kraft papers, board and newsprint plants, or expansion of existing facilities, are being constructed in the South each year. Statistics show that Southern Pine grows more than six times as fast as northern woods. Farmers are therefore being edu-



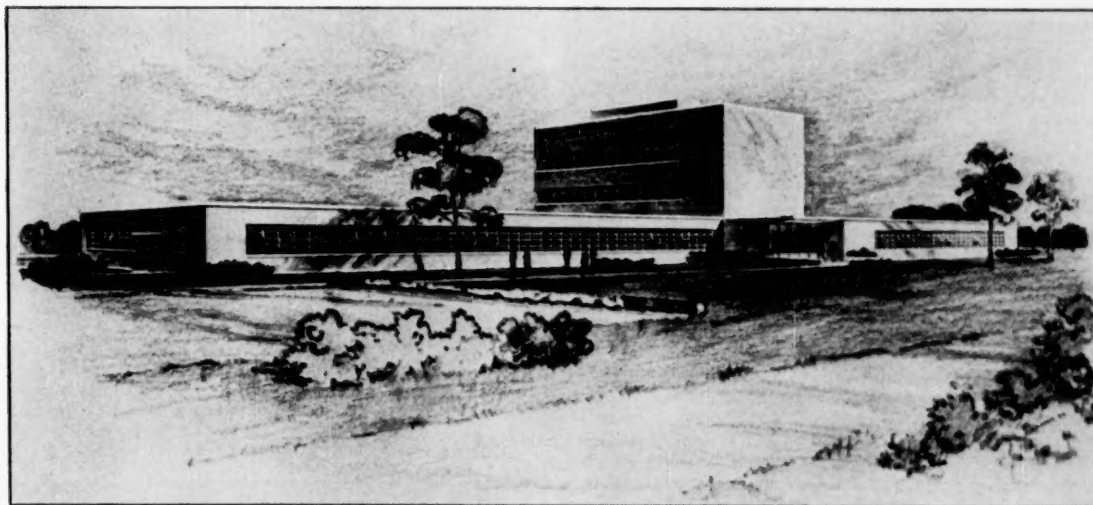
Mammoth plant of the Chemstrand Corporation, Decatur, Alabama. Lockwood Greene were the Engineers.

cated in the production of this new crop on a planned annual replanting basis—a new source of income for the formerly purely cotton farmer. Chemistry has developed new methods of using Southern Pine for newsprint; therefore, three large newsprint plants are in full operation in the area. Manufacturers have found pulp made from Southern Pine so far superior to that produced from northern woods that they have had to blend the two products for uniformity of facial tissues and similar products.

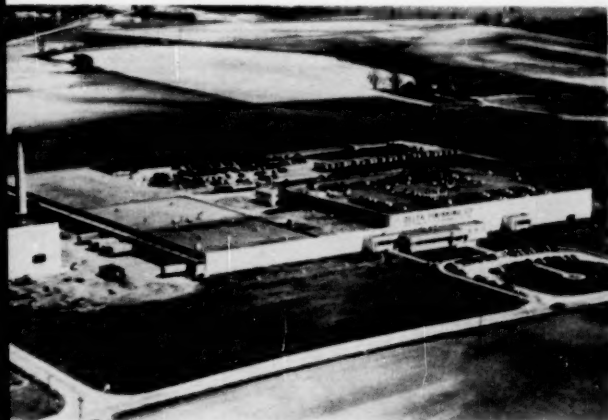
In the trend toward dispersion of industry to the South, the majority of new plants are being located in small communities, formerly agricultural centers, away from large industrial towns. Kendall Mills located a new finishing plant at Bethune, South Carolina, 600 inhabitants, to employ 750; Textron's Amerotron, a new woolen plant to employ 1000 at Barnwell, South Carolina, a town of 2000. Similarly, Chemstrand's nylon plant 20 miles from Pensacola employs 3500.



Beaunit Mills, Coosa Pines, Alabama. Lockwood Greene, Engineers.



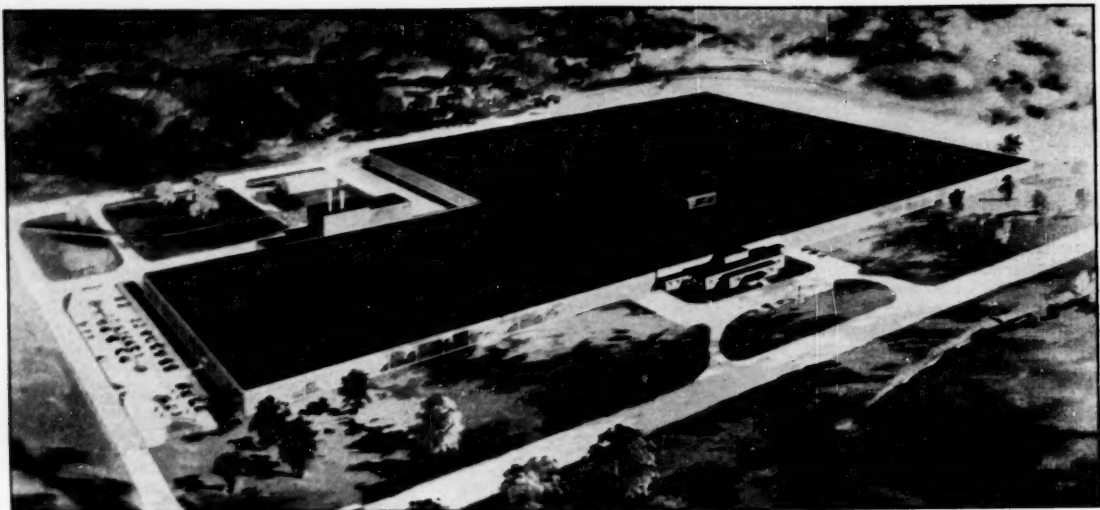
The Administration & Laboratory Building of the National Aniline Division of the Allied Chemical & Dye Corporation, Chesterfield, Virginia. Lockwood Greene, Engineers.



Delta Finishing Co., Division of J. P. Stevens & Co., Inc., Wallace, South Carolina. J. E. Sirrine Co., Engineers.



The Coosa River Newsprint Co., Coosa Pines, Alabama. J. E. Sirrine Co., Engineers.



American Thread Co., Sevier, North Carolina. J. E. Sirrine Co., Engineers.

Coosa River Newsprint Company and Beunit Mills at Childersburg, Alabama (population 4000), together employ approximately 2000.

It has been found that the southern worker, pooling transportation with fellow employees, will travel many miles to his job at an industrial plant, still retaining his farm as a backlog for security. It makes little difference to him whether his work is three miles or 30 from his home. He is a land and home owner as well as a plant employee, with a maximum sense of security and peace of mind. Modern transportation has eliminated the need for plant location in large industrial areas. Many industries are insisting on locations with an untrained labor source, as they have found southern labor willing and eager to learn, and readily adaptable to new manufacturing methods.

In addition to the decentralization program instigated by the Federal government under its accelerated depreciation policy, there are many factors which have made the South attractive to chemicals, as well as other industries. Among these are:

1. A plentiful supply of raw materials, petroleum in the Gulf areas, phosphates in Florida, bauxite in Arkansas and nearby South America, coal, iron and limestone in Alabama (and more as years go on in iron ore from South America), forest products grown so favorably in southern climes, and many other items.

2. A plentiful supply of adaptable native born labor, willing to work, resourceful in his ability to learn and unencumbered by hampering ties as normally found in other labor markets. This new source of labor has resulted in as much as a third decrease in production costs.

3. Abundant water resources, for process and domestic use, with large streams to take care of plant effluent with a minimum of treatment before disposal in the stream.

4. A mild climate conducive to a lower cost of living for the employee and a resultant ability to enjoy a satisfactory life.

5. Good plant sites with room for future expansion away from large concentrations of industry.

6. Favorable locations to markets not only in other sections of the country but more so in this fastest growing industrial area.

7. Favorable tax structures in an area where new industry is welcomed by governmental authorities as well as the public in general. State and county governments see that the new industry gets a break from the tax collector.



The huge plant of Coates & Clark, Inc., Toccoa, Georgia. J. E. Sirrine Co., Engineers.

Rising Steel Needs Means Big Expansion of That Industry

By Sidney Fish

Industrial Analyst

A HUGE expansion program is getting under way in the steel industry which, if properly directed, may aid in speeding the industrialization of many areas in the South. But unless the Government provides proper incentives, and the South makes its voice heard to both industry and the Government, the opportunity now presenting itself may be lost.

The entire economy, as a result of the sudden illness of President Eisenhower, has received a jolt, which temporarily at least, has impaired business confidence. The outlook for the years ahead is still bright, because of the growth of population and the steady rise of consumer incomes. But industry needs continued encouragement from the Government in the form of tax incentives which stimulate a high level of investments.

The steel industry provides an excellent illustration of why such incentives are needed. At present, the demand for steel is extremely strong. Steel is in tight supply and may remain so all next year. A substantial increase in steel capacity is apparently needed to take care of the metal requirements of an economy operating at the present high rate. Gross national product is close to \$400 billion a year. And further growth in steel requirements is assured for the next decade, during which gross national product will probably rise to \$550 billion.

Unless the steel industry proceeds with an adequate expansion program, prospects for continued prosperity will be threatened from two directions. First, enough steel will not be available to permit the auto, appliance and other steel consuming industries to continue to grow and provide additional employment. And second, the economy will be deprived of the stimulus to the establishment of new jobs provided by the steel industry's own capital investment program.

New steel plants for the South would provide a sharp spur to industrialization of many areas. It has been demonstrated time and again that nothing equals a steel plant as a magnet for metal working industries. Recurring steel shortages during the last ten years have shown that if a metal consuming plant is located at the back door of a steel plant, it enjoys several benefits. First, its steel costs less, because it does not have to pay freight from the steel plant; second, it usually has its requirements taken care of better, because the steel plant naturally regards the nearby consumer as a more loyal customer; and finally, special metallurgical and other service problems can

be handled better when the customer is located nearby.

During recent years, expansion by the steel industry in the South has largely taken the form of investments in existing facilities, because such expansion requires about one-third as much money as the adding of new integrated capacity, for the latter means the construction of costly new power houses, coke ovens, blast furnaces, etc. Nevertheless, new integrated steel plants have been added in Texas and Kentucky, and older plants in Maryland, Alabama and Georgia have been substantially enlarged. At the end of last year, steel ingot capacity in the Southern district (which does not include Maryland) totaled 7,093,420 tons. This was only 5.6 per cent of national steel capacity, which was 125.8 million tons at the end of last year.

The South, with about a third of the nation's population, thus has a much smaller proportion of the nation's steel capacity. In view of the high cost of bringing steel in from other areas, owing to the steadily rising costs of freight, inadequate steel capacity is a formidable obstacle to Southern states which are seeking new industries.

Several steel companies which operate plants in the South have announced steel expansion programs in recent months—Republic, Arco, Atlantic Steel, and others. But progress is relatively slow. The bulk of the expansion is still in the North.

Thought should be directed to the most effective way to recruit new steel plants. If the Southern States were to work together on this problem, the effort might pay off more quickly than if the individual states were to continue to operate independently. Studies might be prepared of the nature of the steel market in the South, of areas in which metal fabricating is steadily increasing—such as Texas, Kentucky, Alabama and Georgia. Other promotional work would help to place the spotlight on the South's need for more steel plants.

It is significant that New England, which has been campaigning hard for new steel plants on an area basis, has had its efforts crowned with some success. Jones & Laughlin Steel Corporation has announced it will build a new rolling mill in Connecticut, while the Bridgeport Steel plant has been enlarged and modernized.

If the South could win one or more new integrated steel plants, the entire area would be given an important indus-

trial lift. But it would be helpful, too, if steel companies that now supply the South through warehouses would at least consider installing a finishing mill. On the Pacific Coast, the steel industry has established a chain of electric furnaces. This type of plant requires a much smaller investment to produce steel ingots than does the open hearth, which requires a supply of coke, iron ore, limestone and other materials. An electric furnace needs only a plentiful supply of scrap, for melting into new ingots, and a good nearby market for steel. Hence, the electric furnace can contribute in the future to better supplies of steel for the South. Finishing plants can be installed to roll bars, plates or other products, using ingots supplied by the electric furnaces.

In the past, periods of hesitation in the United States such as we may be entering, have been checked promptly by large capital investments. Such programs, entered into by the leading industries, have not only provided additional employment, but they have offered evidence of confidence in the basic soundness of the business situation.

Hence, there is need on several counts for the largest expansion program that can be financed by the steel industry—one that would amount to a minimum of 12 to 20 million tons of ingots within the next four years.

Yet, in recent months, Government policy has tended to discourage such investments. The Office of Defense Mobilization, on the recommendation of Secretary of Treasury Humphrey, has ended the granting of certificates of necessity which provide accelerated amortization on new steel plants.

During the period since the Korean War, nearly 20 million tons has been added to steel capacity, partly as a result of the stimulating effect of accelerated amortization certificates. These certificates, allowing quick write-offs of new plants for tax purposes, have helped to provide the cash needed to pay for the new plants. The tax savings permitted by accelerated amortization were not permanently lost to the Government. For once the plants are fully written off, at the rate of 20 per cent a year, all earnings which they generate become fully taxable. Hence, the fast write-offs merely delay tax payments which ultimately accrue to the Government.

There is a possibility that plant expansion in steel will be of considerable size, even if accelerated amortization is not granted. Already, several large corporations, including Arco Steel, Jones & Laughlin Steel Corporation, and Inland Steel, Republic Steel and National Steel, have stated that they were about to enter upon important new investment programs.

But these programs can be stretched out in such a way that steel will still remain in tight supply—unless the steel companies see a way to finance the program quickly without excessive risk. If debt must be contracted to build new steel plants quickly, that would add greatly to the risk. In 1944, two steel

(Continued on next page)

companies that borrowed heavily to finance construction went through several uncomfortable months, when steel demand slumped sharply and the operating rate dropped below the break-even point. Earnings which had been counted upon to help take care of sinking fund requirements disappeared into thin air.

It is significant that, thus far, the two largest steel companies, United States Steel and Bethlehem Steel, have not seen fit to announce a program calling for new steel ingot capacity. They have, however, added to finishing capacity, and have tried to squeeze more production of ingots out of existing furnaces. By using oxygen or better coal, they have tried to realize an increased yield of ingots without adding open hearths. Bethlehem Steel has started on a \$100 million expansion program at Sparrows Point, Maryland, but it embraces rolling mills, for the most part, and does not add to ingot capacity, which is the bottleneck in the steel supply situation.

The hesitation of these two large companies can mean only one thing—without accelerated amortization to help pay the cost, they do not feel it is wise to rush ahead with a big expansion program, which would entail new coke ovens, new blast furnaces, new soaking pits and other facilities, in addition to open hearths.

It is true that new steel plants can be financed partly out of current earnings. But a point is reached beyond which it is not wise to go, if steel securities are to be regarded as sound investments. And unless they are regarded as sound investments, it becomes impossible for steel companies to attempt to finance part of their expansion program through the sale of common stock or convertible debentures.

One way in which steel companies may attempt to finance a larger part of their expansion out of earnings would be through another steel price rise. At present, it is clear that unless steel plant investments are planned wisely and well, they will return an inadequate yield—less than 9 per cent on the funds. But if prices were increased, the return would become larger.

It would clearly be better for the economy as a whole if the new plant expansion were financed with the help of a restoration of accelerated amortization, rather than through another price rise. But the action of the Office of Defense Mobilization, in ending fast write-offs on steel plants, presents the steel companies with no alternative. The rise of \$7.50 a ton in steel prices announced by the steel industry last July 1 has been almost entirely offset by higher wages of steel workers, higher costs of coal and fuel oil, a rise of \$10 a ton in costs of purchased steel scrap (which will cost the steel industry \$300 million in less than a year) and higher transportation costs.

The expansion programs already announced by steel companies are impressive, but it remains to be seen how quickly they will be implemented, if accelerated amortization is not granted. Some steel leaders say that steel capacity will

be raised 12 million tons within the next four years. The present capacity of the industry is 126 million tons. In view of the present shortage of steel, such an increase would probably prove inadequate—if the economy continues to grow and metal needs continue to increase as they have been doing in recent years.

By 1960, according to Henry Ford II, the economy will witness an "explosion." The sharp rise in marriages among young people born in the early 1940's will begin to make itself felt in a large increase in demand for homes, cars and other goods made of steel. The steel industry must be ready to meet that demand, and the Government should simplify the industry's financing problems by providing tax incentives.

It is clear that a big steel expansion program lies ahead. The South should help the steel companies solve the problem of financing the construction of new plants. And the South should launch a strong continuing program for the recruitment of steel plants of all kinds, including enlargements of existing plants as well as construction of new finishing plants, electric furnaces, or big integrated plants like those in Alabama and Maryland.

Stainless Steel Research Advances Released by Steel Corporation

The continuing shortage of nickel has prompted Allegheny Ludlum Steel Corporation to release the results of further research in stainless steels made with manganese in place of nickel, in order to assure ample future supplies of authentic stainless steels.

Early work was done in the United States and in Europe during other periods of temporary nickel shortage, and

the firm marketed one such alloy widely during the Korean War. Sensing that the nickel supply problem was certain to recur the company pursued its developmental program within its own laboratories and in cooperation with customers in the intervening period.

The first alloy of this type the company offered contains about 15% chromium, 15% manganese, and 1% nickel. This was the material offered during the Korean War, and the low nickel content was dictated by the restriction then placed on nickel content by the government.

In addition to this alloy, several others are now available from the company, and still others are under development.

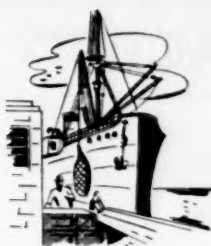
The 15-15-1 alloy described above was generally considered to be a sheet and strip alloy, and has corrosion resistance about equal to the straight chromium grade, Type 430, and slightly inferior to chrome nickel grades of stainless.

Now available is another sheet and strip alloy with a nominal composition of 17% chromium, 4% nickel, and 6% manganese. This material, while using somewhat more nickel than the earlier grade, will stretch the available supply of the scarce alloying material twice as far as would be possible with the usual grades. This alloy has the desirable high strength and corrosion resistance, the good formability, and the easy weldability of the popular 17% chromium, 7% nickel Type 301 that is so familiar to fabricators.

AL 17-4-6, which has been assigned AISI Type 201, is resistant to atmospheric and most other corrosive conditions where Type 301 may normally be applied. Few, if any changes in tools, dies, or of forming operations are required for a fabricator in changing to this material.



PORT



ACTIVITY

ALABAMA

Mobile

Million tons of cargo in June—Again in June, the Port of Mobile handled over a million tons of cargo. The Port has averaged more than a million tons of freight a month for the last six months.

Of the total June tonnage of 1,129,729 tons, more than half—587,244 tons—was handled at the terminal facilities of the Alabama State Docks. These figures represent not only the products of Alabama factories and farms, but goods from the neighboring southern states as well. And some of the goods traveled thousands and thousands of miles to Mobile, deep from the Mid-Continental United States. On the import side of the picture, the products, and the countries from where they come, would incite the imagination of anyone.

The balance of the figures represent private industries located on the deep water channel of the Port. Some of the industries import raw materials and convert them locally into finished products. Some forward their products to inland points for processing. United Fruit speeds refrigerated train-loads of bananas from Mobile to the breakfast table of the Midwest.

New service to British Isles—Lykes Line ships are a familiar sight at the Alabama State Docks. The Sue Lykes, one of their cargo liners has made over a hundred calls at the Port of Mobile, loading cargo for ports of the Mediterranean—the Far East—South and East Africa.

Last month, the Sue Lykes loaded cargo at the Alabama State Docks destined to ports for which she has never loaded at Mobile before. She berthed at the State Docks and loaded the cotton, the lumber, resin, and general merchandise moving from the United States to Liverpool and Manchester, Glasgow and Dublin.

These ports are included in the trade route B-1, which the Federal Maritime Board awarded to Lykes, who will maintain regular services from the Gulf ports to the ports on this trade route.

FLORIDA

Jacksonville

Additional mooring facilities—A contract for construction of tanker mooring

facilities at the head of Pier 1, Municipal Docks and Terminals, has been let to Duval Engineering and Contracting Company by the Jacksonville City Commission.

The cost, \$82,429, does not include necessary dredging or relocation of the pipelines now located on Pier 3, a general cargo facility. The DE&C contract provides for rehabilitation of the pier head and placement of mooring dolphins. Tankers will lay alongside the 260-foot pier head and across an unused slip area between Pier 1 and the MDT property line.

Transfer of the tanker berth from Pier 3 was necessary to relieve congestion and hazards at the general cargo pier and to meet safety orders imposed by the U. S. Coast Guard.

Jacksonville oil firm's ship returns after globe circling tour—The tanker "Kern Hills," owned by Southeastern Oil Florida Inc. of Jacksonville, returned to Jacksonville August 31 to discharge a cargo from San Pedro, California, at Standard Oil of Kentucky terminal after an absence of 30 months, having traveled around the world.

The "Kern Hills," a tanker of the T-2 SE-A1 type, has traveled about 200,000 nautical miles and carried approximately 250,000 tons of petroleum products since her departure from Jacksonville in March of 1953. She has called at many ports in the Near and Far East and has passed through both the Suez and Panama Canals to complete the circle.

The "Kern Hills" machinery is of the turbine electric type and develops 6,000 hp. In all her journeys she has, despite encountering typhoons and other very heavy weather, never once broken down at sea.

It is interesting to note that throughout her voyaging, despite many changes in her officers and crew, the same Chief Engineer who sailed with her from Jacksonville in 1953 still remains on board.

Mrs. Carles appointed Vice-Consul for Spain—Mrs. Cristina S. Carles, wife of the late Emilio Carles, is Jacksonville's new Spanish Vice-Consul. She succeeds her husband who served as Spain's representative in this city for thirty years before his death in 1954.

The selection of Mrs. Carles to the post is of particular significance, since it is reported that the Spanish government rarely appoints women to consular posts.

She will represent Spain in Duval, Nassau and St. Johns counties in Florida and nine counties in southeast Georgia, including the city of Savannah.

Mrs. Carles is well known in consular and foreign trade circles in Jacksonville and Florida. She has an extensive background in consular affairs, having worked closely with her late husband over the many years he served in Jacksonville as the consular representative for Spain and Honduras. Mrs. Carles is also Consul for Honduras in Jacksonville.

Railroad's Efforts Cited—The systematic and efficient industrial and port development work carried on at Jacksonville by the Atlantic Coast Line Railroad Company surprises even the most careful observers in this fast-growing commercial city.

Working quietly in cooperation with the Chamber of Commerce and realtors, the Atlantic Coast Line has built an amazing record of progress which has accrued to the benefit of the entire community. The railroad has helped to locate many new industries and distributing plants along the St. Johns River, on tracts of land owned by others, and in eight industrial and warehousing projects which the railroad itself has developed.

Exports

Metal scrap, with a total tonnage of 52,624, was the largest commodity to move out of the port for foreign markets during the first six months of 1955. In 1953 only 248 tons of this commodity were exported from Jacksonville.

Woodpulp was the second largest export commodity with 33,901 tons, four times the amount exported throughout all of 1953.

Activity of the precooling plant operated by Strachan Shipping Company at Municipal Docks and Terminals is reflected in foreign shipments of citrus fruits which totaled 18,048 tons. Most of this total was comprised of fresh oranges and grapefruit, but a quantity of canned juices is also included. Citrus fruit shipments from January through June were more than double the 7,805 tons of fruit shipments of all types exported to foreign markets during the entire year of 1953.

Exports of kraft paper and paper products also registered a substantial gain, with a total of 11,968 tons as compared

(Continued on next page)

PORT ACTIVITY

to 9,716 tons for the twelve months of 1953.

Naval stores, with a six months' total of 11,124 tons, is running almost double the 12,407 tons shipped to foreign markets during the twelve months of 1953.

Lumber and lumber product shipments during the first six months totaled 5,477 tons, indicating that the full year's total will equal or better the 1953 figure of 10,280 tons. A similar trend is indicated in exports of Fuller's earth and clay which totaled 3,450 tons as compared to 6,707 tons for the twelve months of 1953.

LOUISIANA

New Orleans

The National Order of Merit of the Republic of Ecuador was bestowed on Rafael C. Goyeneche, director of the Latin American division of the Port of New Orleans, by Dr. Carlos Luis Perez Sanchez, local Ecuadorian Consul General. The ceremony in the Board of Trade building last month honored Goyeneche for his distinguished service in furthering trade between Ecuador and the Port.

In his presentation address the Consul General said in part, "His Excellency Dr. Jose Maria Velasco Ibarra, Constitutional President of Ecuador, has seen fit on behalf of his government to confer on you the National decoration 'Al Merito' in the Grade of Knight. This award is in recognition of your efforts as one of the most valuable port representatives, who with your zealous work and dynamism have rendered invaluable services to my country."

Goyeneche, in accepting the jewel and title, pledged to do "all in my power to stimulate a greater two-way flow of trade between the Republic of Ecuador and this Port, through the Consulate General at New Orleans."

Winter cruises slated — The French Line has announced that the huge SS Flandre will make two cruises out of New Orleans during the winter tourist season, sailing from New Orleans on February 7 and February 25. A running mate of the Il de France and the Liberte on the North Atlantic, the 20,500-ton vessel will visit Caribbean ports.

1954 tonnage record — Waterborne tonnage at the Port of New Orleans set a new all-time record during 1954, according to a recent announcement by the U. S. Army Engineers. The port handled 40,560,350 tons of internal and foreign trade, a 22 per cent gain over 1953. The Army report also showed that commerce on the river is greater than ever before. It revealed that 824 million tons moved

between Minneapolis and the Gulf. Between Baton Rouge and New Orleans the river carried 37 million tons, and 54 million tons between New Orleans and the Gulf.

MARYLAND

Baltimore

Vessel arrivals at high for year — Shipping activity at Baltimore continued its upward course in August with 482 vessel arrivals reported by the Baltimore Maritime Exchange. This was an increase of seven over the number of vessels calling at the port in July, and 104 above the number visiting here in August a year ago. The August arrivals established a new monthly high for the year thus far.

Of last month's total arrivals, 198 were American ships and 284 of foreign registry. Included in the latter were 55 Norwegian, 35 British, 32 Liberian, 20 Panamanian, 17 Swedish, 16 Italian, 14 Danish, 14 Dutch, 12 Japanese, 10 German, 9 Greek, 9 Honduran, 5 Argentine, 5 Belgian, 4 Venezuelan, 3 Brazilian, 2 Colombian, 2 Costa Rican, 2 Cuban, 2 Finnish, 2 Philippine, 2 Yugoslavian, 1 Canadian, 1 Chilean, 1 Chinese, 1 Ecuadorian, 1 Irish, 1 Israeli, 1 Moroccan, 1 Nicaraguan, 1 Portuguese, 1 South African, 1 Spanish and 1 Saudi Arabian.

The cumulative total of ocean-going vessel arrivals at the port during the first eight months of the year stands at 3,489 in comparison with 3,271 in the same period of 1954.

Grain and coal exports up — Export grain loadings at the Port of Baltimore in August 1955 were at the same level as those in July, but were more than double shipments in August 1954.

August was the fifth consecutive month in which the volume of coal export from Baltimore exceeded that in the previous month, Bureau records indicate.

During last month, export coal loadings at the Port as reported by local coal pier operators reached 416,622 tons on 41 vessels.

Individual ore shipment record — For the third time in two months, a new record for an individual shipment of foreign iron ore entering the United States was established on September 6 with the arrival at Baltimore of the steamship "Ore Transport" with a cargo of 32,238 tons of iron ore from Puerto Ordaz, Venezuela.

The vessel, one of three 60,000-ton super-ore carriers, docked at the Cottman Ore Pier of the Canton Railroad where she discharged her cargo in the elapsed time of 25 hours and 45 minutes. This ship originally set a new record for such shipments when she arrived here on Au-

gust 6 transporting 29,874 tons of iron ore. However, on August 19, a sistership, the "Ore Chief" topped this volume when she called at the Port with 30,373 tons of the high-grade ore in her holds.

MISSISSIPPI

Gulfport

Gulfport East Pier Nearing Completion — Gulfport's East Pier shipping wharf is virtually finished and will soon be ready for docking purposes, according to Richard Swenson, Port Director. The wharf has been in the process of development since 1948.

The new pier structure, a complete rehabilitation of the old East Pier wooden wharf, is a 925-foot concrete frame with concrete surface covering almost two-thirds of the service apron.

Swenson said that while no shipping is contemplated for the new facility until it is totally completed, it can now be used ahead of time if a request comes through requiring its particular type of accommodations.

The pier development is accessible from the Illinois Central and L&N railroads by a rail line. Local produce, such as magnesia, cross-ties, and other creosoted timber can be lifted from the rail cars to the elevated warehouse, then stored or placed directly aboard ship.

SOUTH CAROLINA

Charleston

Record cargo for fiscal year — Cargo handled at the South Carolina State Ports Authority docks at Charleston reached a record-breaking 556,206 tons during the fiscal year ending June 30.

At the Port of Charleston, the majority of high-value general cargo is handled at facilities owned and operated by the Ports Authority.

The total for state facilities includes textiles and tobacco for export, and imports of Australian wool and Egyptian long-staple cotton.

Other kinds of cargo handled by the state facilities ranged from midwestern machinery and southern paper products for export, to Central American bananas and Scotch whisky for import.

The total tonnage handled at Ports Authority facilities during the previous year ending June 30, 1954, amounted to 430,916.

The last fiscal year's total represents an increase of 125,290 tons over the previous 12-month period.

Channel dredging underway — Realignment of Charleston harbor's main ship

PORT ACTIVITY

channel got under way recently as the dredge Admiral started work on a new channel in the lower harbor.

The new channel will provide more direct access to the sea at this port which is even now closer to the open sea than any other major Atlantic port. Thus turn-around time for vessels calling at the Port of Charleston will be cut down still further. The new channel will also require less maintenance.

The Admiral, owned and operated by the Arundel Corp. of Baltimore, is now working near Rebellion Roads, Col. Clyde C. Zeigler, head of the U. S. District Engineers at Charleston, reported. Cost of the project is estimated at \$2 million.

Royal Netherlands Caribbean Service—

A new shipping service linking Charleston with Caribbean ports will be inaugurated October 14 with the sailing of the Royal Netherlands steamship Trajanus.

The Royal Netherlands Steamship Company has announced that this will be the first vessel in a monthly schedule of sailings from Charleston to Port-au-Prince, Curacao, La Guaira, Puerto Cabello and Trinidad.

Frequency of sailings may be increased later, and additional discharge ports such as Kingston, Maracaibo, Ciudad Trujillo, Santa Lucia, St. Vincent and Barbados can be added if cargo warrants.

The Carolina Shipping Company are local agents for the new service, which will be formally known as the Royal Netherlands Line, South Atlantic Caribbean Service.

Port Climbs in Rank—

State docks at Charleston handled 75 per cent more cargo during first six months of this year than the first half of last year, and the second half year should show even greater increase, J. P. Qualey, S. C. State Ports Authority operations manager, told the Charleston Exchange Club in a recent talk.

The Port of Charleston's steady rise to a place of respect among the ports of the nation in the handling of high-value general cargo is reflected by the variety of cargo and the number of ports with which Charleston trades.

The Charleston Story in this respect is itself the story of national interdependence in this age when the nations of the world need each others' products to maintain and improve their standards of living.

Cotton, for instance, is a cargo with which Charleston has been familiar for centuries. But no longer has domestic cotton the importance it once had on the wharves at Charleston. Today the new cotton "King" at the docks is foreign, long-staple cotton, principally from Egypt, and destined for mills in the

southeast, center of the nation's textile industry. For Charleston is now the nation's No. 1 port of entry for the long-staple fiber.

From Australia, as well as from New Zealand and South and East Africa, comes raw wool for the state's budding woolen industry. Peat moss, safety matches, steel beams and barbed wire pour in from Europe. And canned beef and coffee arrive from South and Central America as do bananas, sugar and quebracho extract.

Meanwhile, loaded for export at State Ports Authority facilities at the Port of Charleston are cotton and rayon piece goods, steel, tractors and spare parts and phosphoric acid for the Far East.

Far Eastern customers are also buying glass, tire fabric, tobacco, dry batteries, textiles and surgical dressings for shipment from the Port of Charleston.

These are some of the reasons the Port of Charleston achieved rank as 14th in the nation in the value of foreign trade and why customs collected at the port soared to an all-time record of \$5,646,830 for the fiscal year ending June 30, 1955.

Port Royal

Ocean shipping will make port South Carolina's third deep water seaport—

A \$500,000 appropriation for dredging of a deep-water channel to open Port Royal to ocean shipping was included in the public works bill recently signed into law by President Dwight D. Eisenhower.

With completion of the project, estimated to cost some \$765,000, Port Royal, located 70 miles south of Charleston, will become South Carolina's third deep-water seaport.

Authorization of the project last year by Congress climaxed eight separate efforts since 1880 to have a harbor development project approved and authorized for the Beaufort-Port Royal area.

The \$500,000 figure which was included in the omnibus appropriations bill was arrived at recently at a House-Senate conference in Washington. Originally, the U. S. House of Representatives had recommended \$250,000 to initiate construction. The sum was increased to \$500,000 when the bill reached the Senate.

The plan for improvement calls for a channel 27 feet deep and 500 feet wide from the ocean across the bar to Port Royal Sound; in the sound for about 13.2 miles; then 24 feet deep and 300 feet wide in Beaufort River and Battle Creek for about 7.5 miles to a turning basin 27 feet deep and 600 feet wide opposite the wharf of the Charleston & Western Carolina Railroad Terminal at Port Royal.

VIRGINIA

Norfolk

Record pineapple imports—Enough pineapple to fill the dessert dishes of half the U. S. population has been discharged at the Port of Norfolk.

Isthmian Steamship Company's SS Steel Admiral discharged 6,813 tons at the port—the largest shipment of Hawaiian pineapple ever to be unloaded in Norfolk.

Some 260 boxcars were required to transport the boxes of pineapple for distribution in the Midwest and parts of the South.

Two piers—Lambert's Point and Sewell's Point—were required to handle the discharges.

Coal exports at new peak—Hampton Roads coal exports in August totaling over 3½ million tons was the greatest since January of 1952.

The total figure for Norfolk and Western, Chesapeake and Ohio, and the Virginian Railways was approximately 3.7 million tons.

For the first four days of September total dumpings aggregated 558,397 tons, believed to be a new record high for any similar period.

During the British Coal Miners' Strike in 1926, the total was 538,000 tons.

Hampton Roads

All time high shipping activity—An all time high in Hampton Roads shipping activity was reached in the month of August.

A total of 694 commercial ships arrived to surpass all other high-water marks in Maritime activity.

Not all the activity boom lay in the heavy exports of coal and grain. Some 104 general cargo arrivals were recorded in the port of Norfolk alone.

In the over-all Hampton Roads activity, foreign flag ships were far in the lead in arrivals. Some 423 ships flying foreign flags were entered, as compared with 271 American ships. Only 14 American ships sailed with coal, but 48 carried out coast-wise coal and 133 listed or discharged cargo.

Leading the influx of foreign ships were British vessels, which total 74 arrivals; next came 63 Italian ships, followed by 97 under Liberian and Panamanian flags.

Industry and government plan experiments to get valuable synthesis gas from burning coal underground in its natural seam.

SOUTHERNERS AT WORK

McMillan Elected President Southern States Industrial Council

At a special meeting of the Executive Committee of the Southern States Industrial Council held at the offices of the Council in Nashville, Tennessee on August 31, 1955, Mr. E. J. McMillan, President of the Standard Knitting Mills, In-



E. J. McMillan

corporated of Knoxville, Tennessee, was elected President of the Southern States Industrial Council to serve the unexpired term of the late Mr. Paul A. Red-month.

Mr. McMillan was born in Knoxville, Tennessee February 10, 1890, graduated from city schools, attended the University of Tennessee, studied Textile Manufacturing at the Philadelphia Textile School, Philadelphia, Pennsylvania. Joined the Standard Knitting Mills in the fall of 1909 and has been active with the Company since that time. He was elected President of the Company in 1932, on the death of his father, Mr. E. E. McMillan, who had been President of the Company since it was founded in 1900.

Mr. McMillan is a former President of the Underwear Institute, the trade organization of the Underwear Industry and was Chairman of the NRA Code Authority for that industry.

He served as President of the Tennessee Manufacturers Association and still serves on the Board of that organization. He served as President of the Southern States Industrial Council from November 28, 1938 to January 23, 1940, and has served on the Council's Board of Directors since the organization was formed in early 1933.

He served several years as a member of the Board of the National Association of Manufacturers and was one of the four original manufacturer members of the National War Labor Board during World War II.

He is an Elder in the First Presbyterian Church of Knoxville, a member of the Rotary Club and has served on the Boards of various charitable and church organizations and as President of the Knoxville Community Chest.

Southern Pacific Names Biagini Vice President

Ben F. Biagini, Jr., whose Southern Pacific career began as a rodman at Ennis 19 years ago, was appointed vice president of SP's Texas and Louisiana lines at a recent meeting of the board of directors.

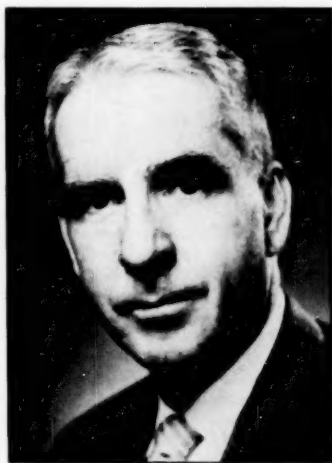
Thirty-nine years of age, he becomes one of the nation's youngest top railroad executives.

In 1948 Mr. Biagini was appointed senior assistant engineer in the office of the chief engineer at Houston. Three years later he was appointed assistant to the chief engineer, and in 1953 was named executive assistant.

A native of New Orleans, he graduated from St. Mary's University in San Antonio in 1936. He is a member of the American Railway Engineering Association, American Railway Development Association, Houston Engineers Club, the Houston Club, Kiwanis Club, Briar Club, Lakeside Country Club, and the Chambers of Commerce at Houston and New Orleans.

Admiral Temple Assistant V.P. Robertshaw-Fulton Controls

Rear Admiral Harry B. Temple, USN, (Ret.), has been named assistant vice



Rear Admiral H. B. Temple
USN, (ret.)

president of Robertshaw-Fulton Controls Company, it was announced by John A. Robertshaw, president.

Admiral Temple will be located in the Washington, D. C. offices of the controls manufacturer. His primary responsibilities in Washington will be in the field of research and development, and in connection with mechanisms, actuators and instruments manufactured by the company's Aeronautical Division, Anaheim, Calif.

Cooper Named Director S. C. Development Board

R. M. Cooper, of Wisacky, has been appointed Director of the South Carolina State Development Board. A. Stanley Llewellyn, Chairman, announced recently.

Mr. Cooper, long prominent in State circles, served as the first Director of the Board and has held a number of other State offices. He is at present a life member and President of the Board of Trustees of Clemson College.

Sloan W. Gable, Acting Director for the past year, has agreed to serve as Assistant Director, the announcement said.

Apprised of the appointment, Governor George Bell Timmerman, Jr., said: "I congratulate the members of the State Development Board on their selection of Robert M. Cooper as the Board's new Director. Mr. Cooper was the Board's first director and is thoroughly familiar with its work. He has contributed much to our State in the past, and I am confident that with this opportunity for service he will make even greater contributions."

"I also want to commend Sloan W. Gable, who has served as Acting Director for several months and the members of his staff. During the first six months of this year the capital investment in industry in South Carolina exceeded any full year in our history. I hope that this pace which has provided new jobs and new payrolls at an unprecedented rate will continue."

Olin Mathieson Announces Several Executive Promotions

Olin Mathieson Chemical Corporation announced that the properties of the recently purchased Brown Paper Mill Company, Inc., West Monroe, La., including its timberland and four associated converter companies, have been integrated into the operations of the corporation's Forest Products Division.

N. H. Collisson, vice-president of Olin Mathieson will continue to be responsible for the enlarged division as well as the Paper and Film Division.

Concurrent with the integration of the Brown properties into the Olin Mathieson organization, Thomas S. Nichols, president, announced the appointment of Robert H. Evans as vice-president and gen-

eral manager of the Forest Products Division. Mr. Evans will be in direct charge of all operations of the expanded division.

Mr. Nichols also announced the appointments of T. R. Moore as vice-president for the division's paper operations and W. H. Brown as vice-president for the division's lumber operations.

The Brown acquisition increased Olin Mathieson's timber holdings in Louisiana, East Texas and Arkansas to 900,000 acres. Included in the acquisition were 465,000 acres of pine and hardwood timberlands, a kraft pulp and paper plant and four paper converter companies: Brown Paper Industries, Inc., Brown Container Company, Inc., Krafco Container Corporation and Negley Bag & Paper Company, all located at West Monroe.

John A. Luke Becomes Manager Luke Mill at Charleston, S. C.

John A. Luke, a fourth generation member of the papermaking family which founded West Virginia Pulp and Paper Company, has taken over the duties of manager of the Luke mill, built 67 years ago by his great grandfather, his grandfather and granduncle.

He succeeds Albert M. Kaiser, manager of the Luke mill since 1945, who has been assigned to an important new position encompassing technical studies related to the company's \$100,000,000, five-year program of improvement.

Before his new assignment, John Luke served as assistant manager, business administration, at the Charleston, S. C., mill of the company.

Paul A. Redmond, Jr., Elected Alabama Mills Head

Paul A. Redmond, Jr., is the new president of Alabama Mills, Inc.

Mr. Redmond was elected by the board of directors recently to succeed his late father, Paul A. Redmond, Sr.

Early in his career with Alabama Mills, Mr. Redmond worked as designer, overseer and assistant superintendent of the Clanton plant. In 1941, he became assistant to the general superintendent at Birmingham.

On July 15, 1944, Mr. Redmond was appointed assistant to the president. On March 17, 1948, he was promoted to executive vice president, the post he was holding when elected president.

Mr. Redmond also is president of Anchor Rome Mills, Inc., Rome, Ga., and president of Anchor Rome Mills Foundation, Inc., Rome, Ga.

Alan Wright Elected Reddy Vice President

Alan Wright was elected a vice president of the Florida Power & Light Co. at a recent meeting of the Board of Directors. Wright, Northern Division manager of the Company, will retain the duties of that position in his new role

and will continue to maintain his offices in Daytona Beach.

He has been with the Company since 1931 when he was named division sales engineer in the Northern Division. He held a number of positions in the next few years including that of manager at Sanford until he was named distribution superintendent during World War II.

His many civic activities include the presidency of the Daytona Beach Chamber of Commerce. He has been active in the Rotary club, the Salvation Army and the American Legion.

Creel Named President Atlanta Consulting Firm

The Board of Directors of John M. Avent & Associates, Inc., Consulting Management Engineers of Atlanta, Georgia, has recently announced changes in the organization of the company due to the death of its president, John M. Avent.

J. S. Creel, Professional Engineer, has been appointed president and Edward B. Russell, vice president. Both Mr. Creel and Mr. Russell who have been with the company for some time hope to continue to give the high quality of service to Southeastern industries that it has been known for in the past.

Established in 1950, the company has been serving a variety of Southeastern industries in all phases of management and industrial engineering techniques.

Bellsnyder Named Manager Atlanta Sash & Door Firm

Huttig Sash & Door Company, Inc., St. Louis, announces the appointment of Smith Bellsnyder as Manager of their new Atlanta, Ga. warehouse and assembly plant, opening for business in mid-October.

For the past two years, Bellsnyder has been a Field Sales Supervisor for Huttig, covering the entire 18-state area served



Smith Bellsnyder.

by this manufacturer and wholesaler of millwork and building products. Previously, he was a salesman for Birmingham Sash & Door Co., Huttig Subsidiary, where he covered part of the territory now assigned to the new Atlanta office.

Bellsnyder is well known throughout

the South. He will be assisted by an efficient office and plant organization and five salesmen.

A specially-designed building just completed, Huttig's new Atlanta warehouse and assembly plant contains 60,000 square feet all on one floor, and is equipped to handle a complete line of millwork, stock assembly, and nationally-known brands of building products.

Dr. Weinberg Appointed Director Oak Ridge National Laboratory

Dr. Alvin M. Weinberg has been appointed Director of Oak Ridge National Laboratory according to an announce-



Dr. Alvin M. Weinberg.

ment by C. E. Center, Vice-President of Union Carbide Nuclear Company, a Division of Union Carbide and Carbon Corporation. Dr. Weinberg was formerly Research Director at the Laboratory and assumed his new post October 1, 1955.

Dr. Weinberg heads the Laboratory which is the nation's leading atomic research center and is the chief source of radioisotopes used in medical research, agriculture, and many industrial operations.

Seward Joins Greenwood Mills In Executive Capacity

Mr. Kenneth A. Seward has joined Greenwood Mills, Inc. in an executive merchandising capacity specializing in spun rayons, it has been announced by Marvin R. Cross, President.

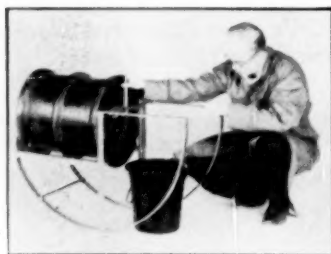
For the past nine years, Mr. Seward was associated with Textron, now Amerotron, as manager of the spun rayon fabric development department and more recently as merchandise manager of spun rayon fabrics.

Mr. Seward has been associated with the textile industry for the past 23 years, having formerly been a technician with Susquehanna Mills and in charge of fabric development with A. D. Juilliard. He is a member of the Board of Governors of the American Association of Textile Technologists.

NEW PRODUCTS

Rubber Drum Tilter

Nutting Truck & Caster Co., Faribault, Minn.—A new tilter, especially designed for pouring from the rubber drums used



Lightweight Tilter.

for chemicals and solvents, has been announced by the firm.

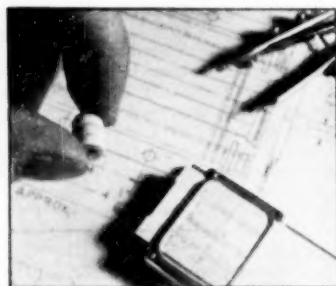
The tilter saves time and effort, the company claims, and, because of controlled pouring, eliminates spillage and waste. It is light weight, portable and requires little floor space. Non-slip clamp securely holds the drum.

Miniature Ceramic Tube

General Electric Receiving Tube Dept., Owensboro, Ky.—A radical new concept in receiving tube design was announced by General Electric recently and demonstrated in the form of a tiny "micro-miniature" ceramic triode for UHF television sets.

The development was shown this month by Mr. J. M. Lang, G. E.'s tube department general manager, at a meeting of military representatives in Washington. Simultaneous meetings were scheduled for other groups of military representatives in Fort Monmouth, N. J., and Dayton, Ohio.

The micro-miniature triode-6BY4—is an all metal-and-ceramic tube about three-eighths of an inch long and five-



"Micro-miniature" tube.

sixteenths of an inch in diameter. Preliminary ratings on this particular tube are based on an operating frequency of 900 megacycles. Development work at the

G. E. Receiving Tube Sub-Department in Owensboro, Ky., indicates production models soon will be available with a noise factor of approximately eight decibels, and a power gain of approximately 15 decibels when operating at this frequency with a bandwidth of 10 megacycles.

"We feel this radical new receiving tube design brings into focus new horizons in standards for noise figures, UHF amplification, ruggedization, miniaturization and extreme operating temperature specifications," said Mr. Lang.

Ultrasonic Flowmeter

Fischer & Porter Co., Hatboro 35, Pa.—The world's first successful industrial ultrasonic flowmeter—a basically new flowmeter which accurately measures either mass or volume flow of virtually any fluid regardless of its electrical conductivity and without being affected by accompanying variables—was recently introduced by the firm.

Known as the Ultrasonic Flowmeter, in its present form it is the culmination of four years of development by The W. L. Maxson Corporation, New York, N. Y. Its design is based upon the exceptionally rigid requirements for measuring in-flight refueling flow rates for aircraft. Fischer & Porter will manufacture and sell the Ultrasonic Flowmeter for industrial applications under license from The W. L. Maxson Corporation, New York, N. Y.

The pressure drop of the new flowmeter is virtually zero. Built into a short pipe section, it has no restrictions or moving parts to obstruct flow or cause clogging.

The rate of volume flow is measured by two transducers, each of which transmits and receives controlled pulses of ultrasonic energy across the pipe section—one diagonally upstream and the other diagonally downstream—sensing the difference in the number of pulses received. An increasing flow rate increases the number of downstream pulses and decreases the number of upstream pulses. The repetition rate of these pulses—a patented feature—cancels out sonic velocity by heterodyne techniques, leaving only the difference in repetition rate which is proportional to flow velocity. This system eliminates entirely the effect of temperature and density on sonic velocity so that flow measurement is unaffected by these two variables.

Variations due to pressure, viscosity, gas bubbles, solids in suspension, electrical conductivity or position of installation are also eliminated in the new flowmeter, the manufacturer states.

Continuous Rubber Molding

U. S. Rubber Co., Rockefeller Center, New York 20, N. Y.—Molded rubber parts miles long, compared to an industry limit

measured in feet, are now being made.

The parts are produced by a process, called continuous molding, which is cheaper, faster and as accurate as press, or conventional molding. It is far more exact than extruding, and can use lower durometer or much softer rubber stocks. This is important where springiness or compression fit of the part is necessary.

Biggest advantage, the company claims, over press curing is the unlimited lengths in which continuously molded parts can be made with close dimensional tolerances. Theoretically, a part could be made long enough to circle the globe. Actually, its length is limited by the size reel to be shipped.

Customers can cut the exact lengths needed, thus eliminating practically all scrap and reducing the cost of the spliced part.

Currently in production at U. S. Rubber are seals for concrete pressure pipe, forms for concrete slabs and engine mountings. Seals for double windows, sink spray hose and windshield wiper tubing are being tested.

Aluminum Jacketing

Childers Manufacturing Co., 3620 W. 11th St., Houston 8, Texas—Lap-seal, a new, exclusive improvement in Childers Aluminum Jacketing, was announced by Bob Childers, president of the firm, manufacturer of aluminum jacketing for weatherproofing all types of outdoor insulation.

Lap-seal is a series of eight ribs rolled into the underlapping edge of Childers Jacketing. It permits a more positive weather seal, the firm claims. It also saves labor, since the two-inch ribbed edge eliminates measuring for circumferential lap.

Mr. Childers stated, "The new Lap-seal feature gives Childers Jacketing a 'plus' value that will be appreciated by both the user and the insulation contractor. Tests prove that Lap-seal joints are more weatherproof, and contractors who have applied Childers jacketing with Lap-seal in test areas report that this exclusive feature eliminates waste because the two-inch Lap-seal plainly establishes necessary overlap at circumferential joints. It also cuts labor costs by eliminating any time normally taken for measuring the joint overlap."

Cold Metal Solder

Alvin Products, Inc., Worcester, Mass.—Household handymen and plant engineers are benefiting alike from a new repair material as versatile as Davy Crockett's Bowie knife.

Sold under the name of "Lab-Metal," the product is an "improved" cold metal solder, according to its manufacturers. An aluminum-based compound, Lab-Metal is a moldable metal in paste form. Upon drying it hardens to form a strong, permanent bond to metal, wood, plaster, glass, or plastic. Taking many of its characteristics from its main ingredient—aluminum pigment supplied by Alumi-

num Company of America—the solder forms a hard, rustproof, waterproof, metallized surface.

The product's industrial applications are proving just as varied and numerous: from filling blowholes and sand holes in metal castings to building up a long-wearing finish on foundry patterns. These finishes were recently subjected to sand abrasion tests by Lab-Metal's manufacturers. Result: a 300% increase in resistance over other finishes tested.

The aluminum pigment, when compounded with the resin, dries to form a surface which will not shrink, crack, chip, or peel. These surfaces may be covered with paints, primers, lacquers or enamels without fear of blistering. The solder itself, says Alvin Products, may be filed, drilled, chiseled, tapped or ground. It can also be sanded to a smooth feather edge.

Need Liquidproof Paper?

Riegel Paper Corporation, 260 Madison Ave., New York 16, N. Y.—reports that it faces an unusual problem due to the development of an amazing new paper that is extremely resistant to passage of oil, water and other liquids, but will permit air to pass through freely.

Having developed it, the question is "What to do with it?" Some folks say it's just right for paper raincoats that will shed water but keep the wearer cool on hot days . . . others think it's perfect for popcorn bags that won't leak grease and can't be blown up and popped in theatres. There must be many other uses for this amazing new paper but Riegel wants to know "Who can use it . . . who needs a paper with these extraordinary properties?" They're willing to talk to anyone with ideas on the subject.

Concealed Room Cooler

Bryant, Division of Carrier Corp., Tyler, Texas—Development engineers for Bryant have perfected a new room air conditioner that can be installed out of sight much like a central air conditioning unit. It was announced by Ronald N. Campbell, vice president and general manager.

What's more, the new concealed room unit can provide some of the additional benefits of a central system home air conditioner, cooling the living room during the day and one or two bedrooms at night, the firm states.

The unit is located completely outside the conditioned space eliminating the need to block portions of windows or cut a hole in the wall.

The new unit, an air-cooled one horsepower model, installs in the attic, under the floor in the basement, or in any crawl space. It connects with supply and return registers and ductwork.

Through hidden installation, the unit not only eliminates the partial blocking of window area but also the exterior protrusion characteristic of present day room air conditioners.

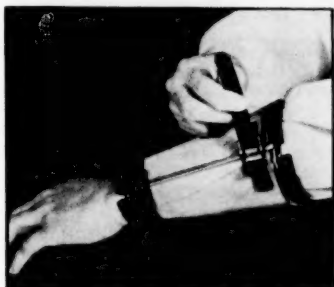
Extensive field tests and actual installations in homes throughout the Southwest have proven the feasibility of Bry-

ant's new air conditioner. Mr. Campbell said.

As an example, he cited Bryant's Houston, Texas, distributor who has taken the new units, built supply and return duct connections to both evaporator and condenser coils, and made duct-connected installations in Houston attics. So far, all jobs have reported satisfactory operation—even in the excessively hot and humid recent summer.

Lightweight Arm Protector

Wheeler Protective Apparel, Inc., 224 West Huron St., Chicago 10, Illinois—announces a new lightweight arm protec-



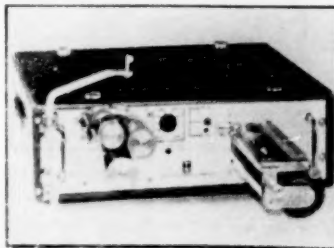
Wire mesh arm protector.

tor. The new product features a wire mesh construction which allows free movement of air through to the arm of the wearer, yet also affords protection against flying objects, abrasion, and cutting by metal or glass sheets.

A simple lock slide closure is incorporated into the straps and permits full adjustment. The protector is large enough to fully wrap around the arm. A hollow, tubular edge binding gives a smart appearance and finishes off the wire cloth neatly. This binding also serves to keep the mesh away from the arm. Monel or electro-galvanized steel wire cloth is available.

Material Drive-Rewind

The Brush Electronics Company, 3405 Perkins Avenue, Cleveland 14, Ohio—A combination Material Drive and Yarn Re-



Rewind for yarn or roving.

NEW PRODUCTS

wind for running test lengths of yarn, sliver or roving has been developed by the company.

Designated as Model BL-853, the unit is a combination of the two individual units which Brush previously had produced. The unit is capable of being used with the Brush Uniformity Analyzer or similar electronic evenness testing equipment to drive test lengths and to rewind them.

The rewind feature of the instrument is desirable where the same length is to be retested for the establishment of an average. The rewind unit will prepare the yarn smoothly and evenly so that it can be readily rerun. It operates at a constant five feet per second.

The Material Drive unit will feed the material at one of four pre-selected 5, 1.5, 5 or 15 feet per second, determined by the operator.

Water Wash Spray Booth

M & E Manufacturing Co., Dept. S-41, 2571 Winthrop Ave., Indianapolis, Ind.—

New semi-elevated water wash paint spray booths are designed specifically for all production spraying. Improved design affords maximum protection against fire and explosion hazards, increases operating efficiency to a level never before achieved. They are ideal for use with all types of materials, retain their high operating efficiency over long periods with less maintenance up-keep necessary, the company claims.

The wash chamber section is elevated above the dry section of the booth. A heavy down flow of water falling on the back wash curtain creates a filtering point of entry through which all paint particles must attempt passage before reaching the principal wash action process of the water chamber section. Through this process, much of the paint residue is knocked down and safely contained within the water reservoir tank.

Sealed Camrol Bearing

McGill Manufacturing Co., Inc. of Valparaiso, Indiana, announces that a new bearing, the Sealed Camrol Cam Follower, has been developed by the firm's engineers and added to the Bearing Division line of products.

The new bearing, it is claimed, completely seals against contamination in many critical applications and effectively retains lubrication by means of specially treated synthetic seals contained in outer race undercuts and the flange and stud ends of the bearing. The seals are compounded to insure stability of size and to resist deterioration by any possible contact with corrosive materials. Besides close-tolerance physical contact of

(Continued on next page)

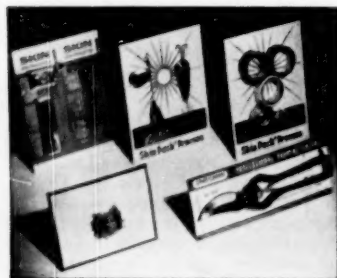
NEW PRODUCTS

seals and bearing parts, the design of the new bearing provides a multiple labyrinth sealing effect.

The Sealed Camrol is packed with an oxidation and water resistant grease having the best obtainable life characteristics. If desirable, it can be relubricated from oil holes at either end of the bearing or in the side of the stud, just as the standard Camrol bearing is relubricated. Plugs are provided to close any or all holes.

Cardboard Skin Packaging

Abbott Plastic Machine Corp., 6322 N. Clark St., Chicago 26, Ill.—A new method of Skin Packaging on cardboard has been perfected by the firm, in which the prod-



Display packaging.

uct is the mold. It consists of a Plastic Film Protection applied over the entire surface of the product, which holds it tightly in position. It is the least labor consuming method of packaging—may be used as a counter or rack display to increase sales, and costs less.

The method is simple: printed and coated cardboard sheets are laid on the working table. The product is located on the cardboard, plastic film is drawn over the parts, the machine heats the film and vacuum draws the film over the product and seals it to the cardboard.

Abbott equipment is specifically designed for the Abbott "Skin-Pack" method. (Pat. Pend.) All equipment is of the two station type. While one table is being loaded with parts, table No. 2 is going through the forming and vacuum cycle. The equipment is reasonably priced and well within the range of the small manufacturer.

Microcomparator

Cleveland Instrument Company, 735 Carnegie Ave., Cleveland 15, Ohio.—Announces the Opposed-Head Micro-Ac electronic microcomparator, for checking gage blocks to millionths or half-millionths of an inch—with consistent repeat readings within one quarter-millionth.

This instrument includes two Micro-Ac gage heads, mounted on the column

of a stand above and below a work table as shown. The upper gage head contacts the work in the usual way, while the lower gage head is inverted and has its tip extending through a hole in the table to contact the underside of the work. Thus, the two gage heads provide direct caliper of the work. This design eliminates any need for "wringing" the work to an anvil, and assures true size measurement.

This instrument accommodates work of any thickness to 8". To facilitate placing the parts between the gage heads, two push knobs at the front of the base operate through cables to retract the contact tips about .003".

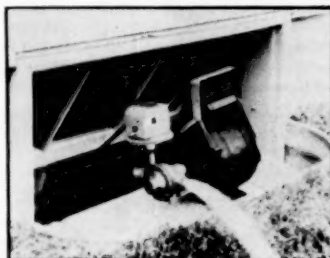
Oil-Hydraulic Valve

Vickers Incorporated, 1400 Oakman Blvd., Detroit 32, Michigan.—A new oil-hydraulic pump designed for hydraulically powered engine starting systems is now available from the company. The new pump is designed for use in an accumulator system which provides oil-hydraulic power for cold starting of gasoline or diesel engines in stationary, marine, or large mobile equipment such as construction, agricultural and road-building machinery.

The new Series VU-100 pump includes an integral unloading valve for compactness and system simplification. It is suitable for installations using working pressures up to 2500 psi and speeds up to 3600 rpm. The new unit delivers 1.5 gpm. at 2000 rpm and 2000 psi. It can be driven directly or with a gear drive. The cover containing the accumulator connection ports is designed to permit assembly in any of four different positions, thus enabling the VU-100 pump to meet a variety of installation position requirements.

Portable Vacuum Switch Pump

Dept. KP, Hypro Engineering, Inc., 700 39th Ave., N.E., Minneapolis 21, Minn.—Designed to combat flooded floors, stand-



Lightweight portable pump automatic shut-off switch.

ing water on flat roofs and for quick, emergency use all year long is a lightweight portable pump built and equipped

with a vacuum switch that permits untended operation.

Weighing only 26 pounds complete with motor, hinged carrying handle and vacuum switch, the Hypro Portable has a capacity of up to 5 gallons per minute with pressures up to 30 pounds. The manufacturer reports that the unit can be easily moved from one spot to another within industrial plants whenever fast water transfer is required. The special vacuum switch guards against burned out impellers by stopping the pump's motor automatically when the liquid supply runs dry.

Handling either clean or dirty water with a minimum of clogging, the Portable will lift water up to 10 feet unprimed or 22 feet primed and has outside threaded ports for standard female garden hose couplings. The pump's hollow shaft slips directly on the motor shaft, eliminating the need for a base plate or coupler.

Precision Gear Checker

National Broach & Machine Co., 5600 St. Jean Ave., Detroit 13, Michigan.—A new Red Ring automatic motorized precision gear checker designed to inspect and sort spur or helical gears produced by conventional gear shaping methods for three variables in tooth dimensions is now available.

The checker inspects gears by electronic indicators and master gear means for incomplete stroke, oversized and undersized teeth, and thick or thin teeth. Gears that do not meet inspection requirements for these dimensions are directed into selected chutes which sort out oversized, undersized, thick-tooth and thin-tooth gears.

Each tooth in gears passing through the checker is individually checked for thickness by a unique method that causes the gear to be rejected if any tooth does not meet the tolerance specifications.

"Rollover Loader"

The Chas. Wm. Doepke Mfg. Co., Inc., 8870 Blue Ash Rd., Rosslyn, Ohio.—Announced recently the production and availability of the new NesTier Rollover Loader. Designed to speed and simplify the transfer of small parts from cumbersome shipping boxes or kegs to easily handled in-plant containers, the new unit eliminates costly manual operations, reduces loss or damage to parts, facilitates inventory control and promotes a clean, orderly plant by keeping all kegs and cartons in stores area, it is claimed.

In operation, a full box or keg with lid removed is slid into the Rollover Loader. Rotation of unit on pivot trunnions causes parts to flow into pouring spout, which is equipped with a hinged retaining gate. Conveniently located control lever permits measured flow of parts into tote boxes, handling baskets, corrugated bins, etc. When contents are emptied, unit is rotated back to the "load" position and the cycle repeated.

Automatic Parts Sorter

Micrometrical Manufacturing Co., Ann Arbor, Mich.—Equipment that permits the addition of surface-roughness inspection to automated production setups is announced by the company. This equipment sorts parts in accordance with the microinch roughness measured along an OD or flat surface, including tapers and parts with grooves or shoulders.

The work-pieces go from a feed chute onto a conveyor belt which moves them beneath a Profilometer Tracer (see photo). As the parts leave the Tracer, they are automatically directed into an "accept" or "reject" discharge chute in accordance with their roughness. With the equipment shown, the contact meter is set to the high roughness limit; and parts that rough or rougher are rejected, while all other parts are accepted. Equipment can be furnished to accept work within a selected range of roughness, rejecting parts that are either too rough or too smooth.

Arc Welding Process

Metal & Thermit Corp., 100 E. 42nd St., New York 17, N. Y.—A new system of arc welding which reduces to a minimum the need for preheating and heat treatment subsequent to welding is announced by the firm. Specifically intended for welding chromium-moly steels used in equipment for high pressure-high temperature services. This new concept of welding employs a group of chromium-moly electrodes, called Croloy. Weld deposits of Croloy electrodes exhibit unusual stress-rupture characteristics over a wide range of temperatures, along with outstanding ductilities and resistance to corrosion and oxidation, the company claims.

Important applications for this new welding system include the welding of power piping, where the operating characteristics of the new electrodes make them particularly advantageous for fixed position pipe welds. In addition, it is ideally suited to the fabrication of high pressure boilers, petroleum refinery equipment and chemical processing plant equipment.

Horizontal Grinders

Buckeye Tools Corp., Dayton, Ohio—Two new horizontal grinders, for general utility work, have just been announced. Designed for all classes of grinding work, from accurate grinding using a tool post holder to heavier work using 4" or 6" organic wheels, these new grinders are offered in five speeds.

Tools feature built-in muffler which effectively reduces exhaust noise, yet has no external parts to increase tool body diameter, the company says. Available with $\frac{3}{8}$ "—24 and $\frac{1}{2}$ "—13 spindle, both models are designed for fast, easy servicing; tools can be completely disassembled without using any special tools.

NEW PRODUCTS

Electric Screwdriver

The Mall Tool Company, 7725 S. Chicago Ave., Chicago 19, Ill., has perfected and introduced to the market, a newly-designed electric screwdriver with unprecedented advantages for production line work.

Sturdily designed for accurate, speedy work, this new tool, it is claimed, also renders higher operational safety values. It operates with one hand control, while leaving the other hand free to hold or guide the material being processed.

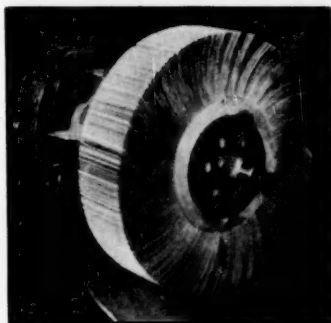
An instant start-stop control on the switch further insures safe handling under any circumstances.

Advanced Polishing Wheel

Minnesota Mining and Manufacturing Co., St. Paul, Minn.—A new device for polishing metal—which in one plant cut polishing costs by one-fifth, and in another outlasted set-up wheels 60-to-1—has been developed by the company.

It makes possible a new method for polishing all types of metal for plating, painting, or architectural finishing, without the use of fine grit set-up wheels, rag or sisal buffs, or brushes.

The device is called the "PG" wheel (polishing and grinding wheel). It consists of hundreds of pieces of cloth coated abrasives factory-formed into a wheel that can be used on rotary or straight



Hundreds of abrasive cloth form this grinding wheel.

line automatics, or on standard lathes for hand operations.

The "PG" wheel is described by the 3M Company as "the most significant development in polishing methods since the end of World War II."

The wheel differs from any other product currently available, in that it removes stock as part of its polishing action. This abrading-polishing action and the wheel's ability to conform enable it to remove mild draw marks in the same process in which it generates a buff-type finish.

Aerial Plotter

Bausch & Lomb Optical Co., Rochester, N. Y.—Costs of producing surveys and maps for a wide variety of industrial and engineering uses will be greatly reduced



Aerial mapping instrument.

through use of a new aerial mapping instrument announced by the company.

Known as the Balplex Plotter, it will produce maps from aerial photographs with contour intervals as small as 1 to 2 feet. When placed in the plotter, reduced transparencies made from the photographs produce a three-dimensional view of the ground such as might be seen by a giant whose eyes were hundreds of feet apart. The new instrument makes it possible to produce maps from these photos at a fraction of the cost and time of ground surveying.

One of the fastest growing fields in the nation, the science of aerial surveying is known as photogrammetry. The number of firms specializing in this work has expanded 20-fold in the past ten years as business and civic planners have discovered that aerial maps can be made in days rather than the months consumed in ground surveying.

The fast, economical system of mapping is now widely used to lay out housing developments, locate pipelines and highway construction, plan industrial expansions, lay out railroad extensions, study water flow, evaluate timber stands, and to estimate the amount of coal in huge storage piles.

* * * *

Appalachian Electric Power Company, operating in southern West Virginia and Virginia, burns about 3.5 million tons of coal a year, or enough to make a freight train 464 miles long, or from Huntington, W. Va., to St. Louis, Mo.

Union Electric of Missouri's Program for Industrial Development

The industrial development program of the Union Electric Company of Missouri has been expanded to meet the needs of the growing industrial activity of its service area. The new program will combine the promotional activities formerly limited to the outlying rural communities into an overall, system-wide program including Metropolitan St. Louis and surrounding suburban and rural areas.

The Union Electric System serves a large part of the State of Missouri lying along the Mississippi and Missouri Rivers and also extending into the southeast corner of Iowa where one of its major hydroelectric generating stations is located at Keokuk. Union Electric also serves several communities in Illinois, East St. Louis and Alton opposite St. Louis and others in the vicinity of Keokuk, Iowa. Rapid load growth in the area during recent years has been met by construction of two of the most modern and efficient steam generating stations, Venice, completed in 1950, located on the Illinois side of the Mississippi opposite St. Louis, has a capacity of 500,000 kw. Meramec, located at the confluence of the Meramec and Mississippi Rivers has a present capacity of 280,000 kw in two units. The third section of this plant is scheduled to be completed about 1958 and will bring the capacity of this plant to over 500,000 kw and the total system capacity to over 1,700,000 kw. The diversified locations of five steam and two hydro plants and interconnections with neighboring utility systems assures dependable service from an integrated power pool of over three million kilowatts of firm generating capacity.

The industrial development program of the Union Electric System will emphasize the advantages of this major power pool which can be rapidly expanded to meet the largest and most exacting requirements of industry. And in addition

will feature the other natural advantages of this Central Midwestern Area. Near the population center of the United States, this area is a natural distribution center for a national market. It is also near the center of the great River Waterway system connecting the Great Lakes with the Gulf of Mexico. East and West river traffic on the Ohio and Missouri Rivers is steadily increasing in importance.

The St. Louis Rural Industrial Area Association was formed several years ago to coordinate the programs of a number of the surrounding rural communities in presenting to industry the natural advantages of locations in the area. This program will be continued and expanded. Many small rural communities near enough to enjoy the service and excellent distribution facilities of the St. Louis Metropolitan Area, offer many desirable sites for industrial dispersal and also desirable labor pools in areas which have been essentially agricultural in character.

The Union Electric Company is fully cognizant of the potential of the area for industrial expansion and is committed to an expansion program which will meet all future demands on the system for power.

The company owns its own coal mines in the nearby coal fields of Illinois and Kentucky. The East St. Louis and Belleville Railway Company, a wholly-owned subsidiary company of Union Electric, hauls coal by rail from the Illinois mines. Kentucky coal is brought by river barge. Tremendous reserves of these coal fields and convenient transportation assure low-cost fuel and power rates for many years in the future.

The outlook for industry in this central Mississippi Valley is excellent and Union Electric Company is prepared to contribute its share to the industrial development of the area.

Tampa, Florida, Selected Site For Portland Expansion

Complete facilities for the manufacture of both plain and waterproofed white portland cements are being provided at the Tampa, Fla., plant of General Portland Cement Company and are scheduled to go into production next spring, Smith W. Storey, president, announced.

Addition of white portland cement production at the Tampa plant will give the company two sources of the specialized white product, which is in high demand because of its decorative and structural

qualities, Storey said. General Portland's plant at Houston, Tex., has produced white portland cements for the last 15 years under the brand new "Trinity White." The Florida product also will bear the "Trinity White" brand name.

The new production will enable the company to serve Florida and the southeast from the Tampa plant and will release a greater portion of Houston production for distribution to western and Pacific coast markets, Storey said.

Besides its Tampa and Houston facilities, General Portland Cement Company operates producing plants at Dallas, Fort Worth and Chattanooga.

17-Story Addition Planned For Mobile, Alabama's, Skyline

Pan Coastal Life Insurance Co., Mobile, has announced plans for an ultra-modern, 17-story office building costing almost three million dollars.

H. Parker Osment, Birmingham, chairman of the building committee, said the structure will be ready for occupancy in October, 1956.

The building will be constructed with the new slipform or "concretor" method. Under this system, the top floor is built first by pouring concrete in forms. The floors are raised progressively with huge hydraulic jacks.

Plans call for a heated swimming pool, a tropical garden, drive-in parking facilities for about 125 cars on the second floor, and a small restaurant on the ground floor. A private club will occupy the penthouse area.

Two floors will be used for Pan Coastal offices and 13 floors, comprising about 90,000 square feet, will be available for office rental.

The 200-foot building will be the third tallest in Mobile, topped only by the Waterman Building and the Merchants National Bank Building.

Synthetic Foam Firm Plans Further Virginia Expansion

Great American Industries, Inc., Rubatex Division, Bedford, Virginia, who have just completed this past year a \$2,000,000 expansion program (including a new fabrication section, new finished goods warehouse, new research laboratory, new plant offices, an employee cafeteria, plus thousands of dollars for the installation of new equipment) now announce an additional building expansion. One hundred and fifty thousand dollars has been appropriated for a modern two-story structure to house the development and production of three new products of the Division. The three new additions to the Rubatex Division line of products are: Extrusions: Rubatex G.A.I. Foam, and Polyurethane (Di Isocyanate) Foam, the newest family of synthetic foams which is rapidly replacing latex foam.

The new building will increase the Division's total manufacturing area to 150 thousand square feet—an increase in eleven years of 120 thousand square feet, along with a jump in shipping volume from \$200,000 per month to its present capacity of \$800,000 to \$1,000,000 per month. The building will be completely modern in every detail. The first floor will be windowless to eliminate heat loss; and filtered air ventilation, with a slight positive air pressure, will prevent any influx of dust from adjacent mill room.

Extrusion equipment will be installed and further development work will be made. Full production of the Rubatex G.A.I. Foam will be continued in the new building quarters; and equipment has already been purchased for further development of Polyurethane Foam with an eye toward production in the near future.



"It's all right...
there's a telephone
right here, too"

The man who has a telephone at his elbow in the office appreciates the same convenience in his home.

He knows that running downstairs or from room to room to telephone is an unnecessary waste of time and energy . . . when additional telephones, conveniently placed, cost so little.

Great thing for Mother, too. For telephones in the kitchen and bedroom will save her many steps. And give her greater peace of mind, especially at night when she may be at home alone.

All of this convenience—and safety too—can be yours at small cost for each additional telephone. Just call the business office of your local Bell telephone company.

Bell Telephone System



SERVICE THAT'S WORTH SO MUCH...COSTS SO LITTLE



The Convertiplane in a vertical rise on the first flight.

Bell Aircraft's Convertiplane Flies for First Time in Texas

First flight of the Bell XV-3 convertiplane was revealed recently in Washington, D. C., by the U. S. Army, following USAF Safety Flight Inspection Board approval of the revolutionary craft for flight testing.

Developed by Bell Aircraft Corporation and the USAF Air Research and Development Command for the Army, the XV-3 is a tilting rotor type convertiplane designed to combine the preferred performance features of the helicopter and the airplane.

Employing combination three-bladed

rotor-propellers mounted on the ends of a stubby, 30-foot fixed wing, the XV-3 can take off, hover, and land like a helicopter. Once the desired speed and altitude is reached, the pilot can tilt the rotors forward, approximately 90 degrees, into a conventional propeller attitude for high speed and long distance flights.

Flown for the first time by Bell's Chief Helicopter Pilot Floyd Carlson, the Army XV-3 rose straight up from the ground to an altitude of 20 feet and maneuvered about in every direction as a helicopter. Military men watching the initial flight demonstration said that the new craft was "impressive" and performed very well for this early stage of the program.

N&W Plans First "Piggy-back" Service of its Kind in the South

The Norfolk and Western and Pennsylvania Railroads are laying comprehensive plans for the first "piggy-back" rail-truck service of its kind in the South.

About November 1 the railways will begin hauling truck trailers belonging to common carrier motor lines on a fast schedule between Bristol and Roanoke, and Philadelphia and New York.

The service, by way of the Shenandoah Valley and Hagerstown, Md., will be the nation's first regularly scheduled rail-truck operation of its kind participated in by more than one rail carrier. It will be the first in the South in which the trailers carried will be owned by motor common carriers.

Called TrucTrain Service, the operation is simply the speedy transportation of motor-trailers—two to the specially built 75-foot flatcar—by railroad. Such service is running successfully between heavily populated centers, such as New York and Chicago. The N&W-PRR plan is regarded by railroad officials as the setting of a pattern of interline operation and as a test of such service to smaller cities.

Any common carrier motor line which signs a standard contract may partici-

pate, the railway men said. Charges will be based upon the gross weight of trailers and lading.

The N. & W. plans to construct special terminals near main highways in Bristol and Roanoke. The Rail-Trailer Company of Chicago will be in charge of all loading and unloading operations. Eugene F. Ryan, president of Rail-Trailer, has been a pioneer in the development of coordinated railroad-motor common carrier service.

Kentucky Economy Hits Peak During First Six Months

Kentucky's industrial economy hit a peace-time peak the first six months in 1955, the Kentucky Business magazine reports in the September issue.

The publication, quoting figures compiled by the Kentucky Chamber of Commerce Industrial Development Department, shows in the first six months in this year: the greatest payroll increase, the largest number of new jobs, and more new industries than in any peace-time year in the State's history.

According to the KCC's Industrial Development Director, James C. Zimmerman, Louisville, there are, as of June 30, 1955—44 new plants, 24 expanded plants,

6,290 new jobs in the new plants and 2,625 new jobs in the expanded plants. The total estimated annual payroll for new plants is \$23,587,700 and \$9,843,750 for expanded plants. "Together," Zimmerman said, "this totals 68 new and expanded plants, 8,915 new jobs, \$33,431,250 in new payroll, and a total plant investment of \$124,677,000."

R. Hoe & Co. Acquires Carolina Saw & Tool Co.

J. L. Auer, president of R. Hoe & Co., Inc., announces Hoe's acquisition of the plant of the Carolina Saw and Tool Company, manufacturers of carbide tip saws, at High Point, North Carolina. Hoe is the oldest manufacturer of saws, files and printing equipment in the United States.

The new plant under the Hoe ownership will be the nucleus of a greatly expanded operation to include new building facilities, extensive new equipment and added personnel. It will be known as the Carbide Saw and Tool Division of the Hoe Company.

When renovations have been completed, the operation will include a factory and warehouse to produce, stock and service the full line of Hoe mill supplies, according to W. A. Harloe, vice president and general manager of the Hoe saw division.

Phillips Chemical Expanding Varied Southwest Operations

Phillips Chemical Company, wholly-owned subsidiary of Phillips Petroleum Company, has awarded a contract for the major portion of construction work on a 110-million-pound-per-year plant to manufacture its new polyethylene plastic discovery, trademarked Marlex, at the company's Adams Terminal chemical manufacturing site on the Houston Ship Channel, according to K. S. Adams, chairman, and Paul Endacott, president of both companies.

The contract was awarded to Farnsworth and Chambers Co., Inc., of Houston. Construction will start immediately.

At the same time, the company announced that construction would start at an early date on a Sales Service Laboratory at Bartlesville, Okla., to provide complete facilities for adapting plastics to customers' needs, with initial emphasis on Marlex. This laboratory is being constructed concurrently with a new Chemical Research Laboratories building at the Phillips Research Center west of Bartlesville, the company's headquarters. Manhattan Construction Company is contractor on these projects.

Phillips had previously awarded a contract for construction of a 120-million-pound-per-year plant to manufacture ethylene, the basic petroleum material for Marlex, adjacent to its refinery at Sweeny, Tex., south of Houston. Stone and Webster Engineering Company is the contractor. Ethylene will be supplied to the Adams Terminal Marlex plant by a 75-mile connecting pipeline.



There's Never Any Question About a Bethlehem Drop Forging

You can be sure of top quality in a drop forging made by Bethlehem.

You can be sure that the steel is right, that the dies are right. You can be sure that the forging work is done conscientiously by men long skilled in their trade.

Bethlehem shops furnish an almost endless variety of designs for the oil, mining, aviation, automotive, elec-

trical, and other industries. Both quality and variety are made possible by excellent facilities, which include modern die-sinking shops, steam and board drop hammers to 8,000 lb, mechanical presses to 3,000 tons, upsetters to 9 in., and full heat-treating equipment.

When you are figuring your next requirements for closed-die forgings,

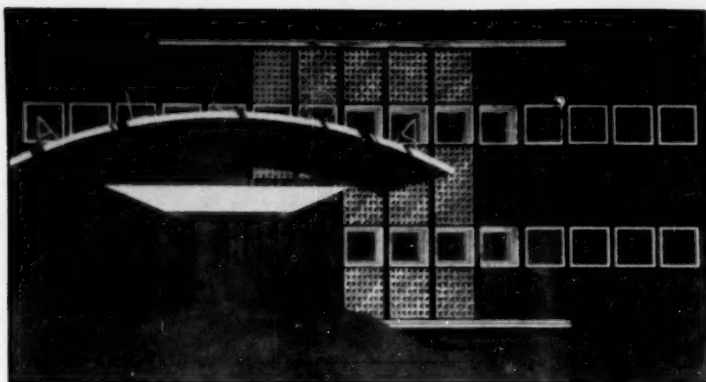
we'd appreciate the chance to talk with you. We offer excellent service, a first-class product, and competitive prices and deliveries.

BETHLEHEM STEEL COMPANY
BETHLEHEM, PA.

*On the Pacific Coast Bethlehem products are sold by
Bethlehem Pacific Coast Steel Corporation. Export
Distributor: Bethlehem Steel Export Corporation*

BETHLEHEM STEEL





The new Atlanta home for Alcoa's Sales Force.

Futuristic Wall Will Highlight Aluminum Firm's Atlanta Office

A radical, futuristic wall design is to highlight a striking, two-story office building soon to be built in Atlanta, Ga., it was announced by Aluminum Company of America. The building is to be the home of Alcoa's Atlanta sales force.

The front and rear of the building are to be overlaid with a gold aluminum mesh or grille-work, set against a rich, blue background of aluminum curtain

wall facing. The mesh, a weave of extruded aluminum bars and channels, will be composed of removable sections, suspended several inches from the structure's metal skin. One end of the structure is to be partially faced with a harmonious pattern of Georgia marble while the other will be blue aluminum.

Architects for Alcoa's Atlanta office are Schell, Deeter & Stott, Pittsburgh, Pa. General contractor is George A. Fuller Co., Atlanta, associated with Van Winkle and Co., also of that city.

Lockheed Predicts Turbo-props Will Increase Air Service

Turbo-prop powered airplanes will introduce the comforts and speed of air travel to thousands of Americans in towns and cities never before served by air transportation. B. A. Martin, chief pilot of the Lockheed Aircraft Company at Marietta, Ga., told the Chattanooga Civitan Club at a luncheon recently.

"We've heard a lot about jet powered transports and atom powered airplanes, but the turbo-prop airplane is the one which in the next decade is going to mean the most to the average American," Martin said. A reason for this is the turbo-prop airplanes will be able to take off and land from short runways and will be economical for airlines to operate.

The pilot said the C-130 Hercules which his company is building for the United States Air Force at the Marietta plant

is a plane with these characteristics. The Hercules is the newest American transport and it is basically a freight-carrying airplane. Its power is from four turbo-prop engines turning up 15,000 horsepower, enough to pull a 160-car freight train.

"The Hercules would be ideal for solving the traffic congestion problem of industry. Factories could be established away from cities, not bound to rail and highway centers. Landing fields could be built next to new plants located in suburban areas or adjacent to small towns. These factories could have the landing strips arranged so a plane like the Hercules could taxi up to the loading dock, lower its ramp and unload raw materials or load finished products without trans-handling, to another means of transportation. This is possible since the floor of the C-130 Hercules is only 42 inches off the runway."

N. C. "Invades" Northern Field Manufactures Fishing Trawlers

And now the South is "invading" another field which once was the sole province of New Englanders. In North Carolina they are building fishing trawlers for the famous Gloucester Fleet.

The Morehead City (N. C.) Shipbuilding Corporation recently began construction—on order—of trawlers especially designed and constructed for use in the North Atlantic where fishermen find some of the roughest water in the world. These boats, known as Downeaster Beam Trawlers, are from 50 to 80 feet in length. Their design is very similar to the Hatteras Trawler which long has been the pride of the Morehead City firm. But their construction is more sturdy, and they have considerably more power, than the trawlers built for southern waters.

It was just a couple of years ago that the Morehead City company began turning out Hatteras Trawlers on something akin to an assembly line basis. The sturdiness and efficiency of these craft—which are said to ride the roughest water with comparative comfort—soon won the commendation of shrimp fishermen from the Gulf of Mexico to Norfolk. And in time their reputation spread to Gloucester.

Missouri Second Largest Auto Manufacturing State

Missouri now ranks second only to Michigan as an automobile producer, according to a General Motors official.

The state's total of 523,371 vehicles last year put Missouri 50,000 units ahead of the third-ranking producer.

The Chevrolet Fisher Body divisions of General Motors in St. Louis are adding more than 100,000 square feet of floor space to the assembly plant there.

W. G. (Bill) Power, Chevrolet advertising manager, said the expansion is part of General Motors' current \$500,000,000 program in the U. S. and abroad.

The St. Louis investment is expected to be about \$7,000,000.

Power said that combined Chevrolet and Fisher operations in St. Louis now occupy some 1,639,000 square feet of space and employ some 6,900 workers with an annual payroll of nearly \$30,000,000. Almost \$5,500,000 was spent for supplies over the last year in the St. Louis area alone.

Your Dependable Source* . . . For Quality

METALS

Aluminum Alloys, Babbitt Metals, Pig Lead,
Brass Ingots, Lead Alloys, Pig Tin, Tin Alloys
Type Metals, Slab Zinc, Specification Alloys

***HYMAN VIENER & SONS**

P. O. Box 573
RICHMOND 5, VIRGINIA

Industry and Commerce Gaining Importance in Miami Area

Industry and commerce are stealing the play from resort establishments in this sub-tropical center, according to a 1955 economic report issued by the City of Miami.

One of a continuing series of annual studies, the report was prepared by the First Research Corp. of Miami.

The survey forecasts that Miami will have a population of 1,000,000 by 1960, making it the largest city in the South, and credits industry and commerce largely for this growth.

Southern Employment Tops That of Nation

(Continued from page 26)

is more sane and realistic than that of the Nation at large, particularly in view of the high prosperity prevailing in the South without the support of building of an inflationary character.

Be this as it may, ratios, 1955 with 1953 are as follows for Construction employment:

Maine 125, New Hampshire 129, Vermont 125, Massachusetts 111, Rhode Island 113, Connecticut 115, **New England 115;**

New York 98, New Jersey 109, Pennsylvania 98, **Middle Atlantic 100;**

Ohio 107, Indiana 108, Illinois 101, Michigan 95, Wisconsin 106, **East North Central 103;**

Minnesota 125, Iowa 94, Missouri 121, North Dakota 137, South Dakota 122, Nebraska 115, Kansas 115, **West North Central 117;**

Delaware 110, Maryland 103, D. C. 111, Virginia 105, West Virginia 81, North Carolina 88, South Carolina 71, Georgia 112, Florida 101, **South Atlantic 97;**

Kentucky 77, Tennessee 108, Alabama 103, Mississippi 106, **East South Central 96;**

Arkansas 105, Louisiana 81, Oklahoma 89, Texas 98, **West South Central 94;**

Montana 111, Idaho 100, Wyoming 120, Colorado 93, New Mexico 123, Arizona 90, Utah 108, Nevada 125, **Mountain 104;**

Washington 100, Oregon 96, California 104, **Pacific 103;**

United States 102.

South's Markets Strongest

As noted at the outset, the chief economic advantage of employment is found in its value marketwise and the South's position is outstanding with respect to maintaining this advantage.

In the three productive realms of enterprise — Manufacturing, Mining and Construction—the ratio of Southern employment as of now compared to 1953 is 97 per cent. That of the United States is 95 per cent.

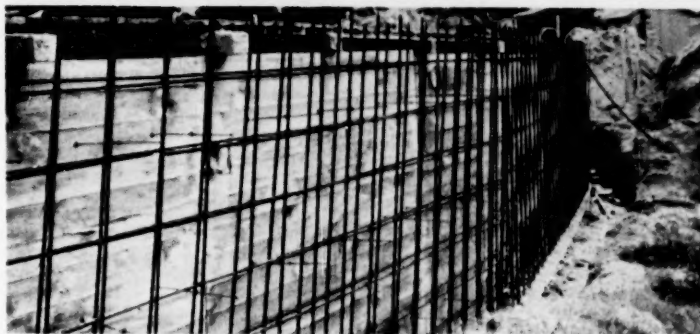
Multi-Million Texas Expansion Planned For Ethylene Production

Plans for a multi-million dollar expansion of ethylene production facilities at Monsanto Chemical Company's plant at Texas City, Texas, have been announced by the firm's Plastics Division. Ethylene production capacity will be increased by 150 per cent.

Construction is expected to get under way next March. The new facilities should be operating by the first quarter of 1957.

Monsanto's Texas City plant uses ethylene as an intermediate in the manufacture of polyethylene, styrene monomer and vinyl chloride monomer. The expansion is linked with the plastics industry's growing demand for these products.

FABRICATION THAT BUILDS SATISFACTION



DIXISTEEL

TRADE MARK

FABRICATED CONCRETE REINFORCING BARS

More and more Dixie contractors and builders are turning to Atlantic Steel's Fabricating Division for mill-fabricated reinforcing bars, welded wire mesh and accessories. And here's why: quick, accurate estimates... competent engineering aid—detailing and bills of material... rapid, dependable service... top quality steel and precision bending. Call us in on the next job—little as it might be, big as you hope it will be.

DIXISTEEL FABRICATED REINFORCING BARS, WELDED WIRE MESH AND ACCESSORIES BEING USED ON THESE TYPICAL JOBS

- Industrial buildings
- Bridges—highway and railway
- Driveways
- Commercial structures
- Government buildings
- Schools
- Swimming pools
- Recreational centers

FABRICATING DIVISION

Atlantic Steel Company

ATLANTA, GEORGIA • EMERSON 3441

L. & N. Railroad Adds First of New Coaches

A brand-new coach, the first of 13 recently purchased by the Louisville and Nashville Railroad, is now rolling over the rails between Chicago and Miami.

This new car, placed in service in The South Wind, crack north-south streamliner will become one of a fleet of new multi-comfort coaches which will also be added to the consist of The Pan-American, The Humming Bird as soon as they are completed.

Built by the American Car and Foundry Company, at a cost of \$143,000 per car, the new coaches are of lightweight steel, have individual reclining foam rubber seats, and can accommodate 60 passengers. Newest type air-conditioning equipment keeps the summer temperature at 76 degrees and winter temperatures at 78. Decorations carry out the motif of the South, with beautiful photographic murals, hand-colored in oils, in each end of the car.

Florida Citrus Industry Plans Shipment of Fresh Juice

Florida citrus history will be made in late December when the S. S. Tropicana steams into New York City with a million gallons of freshly-squeezed orange juice in refrigerated stainless steel tanks.

This will be the first time liquid orange juice has ever been moved by sea and will

open the door to a vast increase in carton orange juice sales.

This revolutionary move has just been announced by Fruit Industries, Inc., producers of Tropicana 100% Pure Orange Juice, world's largest selling carton orange juice, as part of a \$4,000,000 expansion program.

Anthony T. Rossi, Fruit Industries, Inc., president, has announced leasing 20 acres of dock frontage from the Port Authority of Cocoa, Fla., east coast city, and the start of construction of a \$2,000,000 plant. He also reported signing an agreement to buy the 8,000-ton Cape Avinof from United Fruit Company.

Kraft Paper Machine Addition Planned at Mobile Paper Firm

The Board of Directors of International Paper Company have authorized further additions and improvements to the company's Mobile Mill to provide for a new kraft paper machine, it was announced by John H. Hinman, chairman.

Mr. Hinman said that the new 282-inch Beloit machine will have an annual capacity of 100,000 tons of unbleached kraft paper. A substantial part of this tonnage will consist of grades presently being produced at Mobile, which will be transferred to the new machine. Present machine capacity made available by this transfer will be used to increase the mill's production of bleached kraft paper grades.

This expansion is in addition to the mill's current expansion program an-

nounced last spring providing for the installation there of a newsprint machine with 100,000 tons annual capacity and related pulp mill, power and other facilities. When this expansion program is completed, the Mobile Mill will be the largest in the world manufacturing paper, Mr. Hinman said.

Corpus Christi Industrial District Planned With Advent of Water

Water, most important element, the industrialist's best friend except for his dog, appears at last in the Corpus Christi, Texas, industrial scene.

A long-awaited new dam on the Nueces River has been assured, with funds and permission in hand. Long had it nettled the Corpus Christian, that he lived by the sea, the beautiful sea, yet had no water to speak of. Now, he speaks of it. (Nine times the present storing capacity.)

And lustily speaking of it recently was a new group, Corpus Christi Industrial Properties, Inc., who are planning the area's first organized industrial district. The first 60-acre unit is to be graded soon, said the developers.

Named "Corpus Christi Industrial District," the tract will be patterned from better districts elsewhere, requiring off-street parking, loading, landscaping and structural conformity. It will accommodate light industry, warehousing, and distribution.

Tennessee Cement Firm Receives Safety Award

The National Safety Council announced that the Cowan, Tenn., Plant of Marquette Cement Manufacturing Company has been presented the Council's Award of Merit for its excellent safety record.

The award is presented only where an establishment record satisfies rigid requirements laid down in the Council's Award Plan for Recognizing Good Industrial Safety Records.

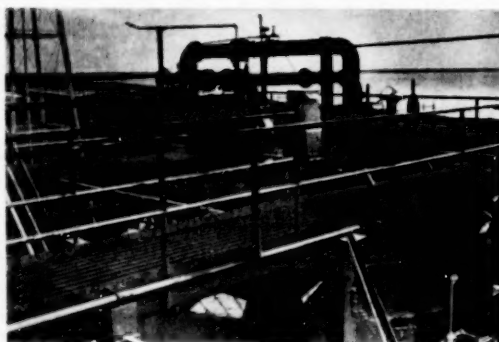
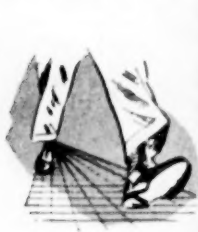
Ned H. Dearborn, President of the National Safety Council, in a letter of congratulations to Cowan Plant Superintendent James H. Hawkins, explained that the Marquette plant and quarry qualified for the Award because of its injury-free period of 1,106,805 man-hours from February 2, 1951, to July 25, 1955.

Cherokee Textile Plant Completed in Sevierville, Tenn.

The new \$2,500,000 cotton spinning, dyeing, and weaving plant for Cherokee Textile Mills at Sevierville, Tenn., was completed on schedule, according to an announcement by an official of the Daniel Construction Co., General Contractor, with home offices in Greenville, S. C. Main offices for the Cherokee Textile Mills are in Knoxville, Tenn.

The one-floor plant provides 242,000 sq. ft. A basement is included in the dye-house section to house the boiler room, dyehouse pumps, water softening facilities and chemical mixing equipment.

WHERE SURE FOOTEDNESS COUNTS



Gary



FREE SAMPLE

We'll send this handy paper weight if you request it on your company stationery.

STEEL GRATING MAKES WALKS SAFER

Sturdy, one-piece construction with tops of all bars flush provides open steel flooring and stairs for safe, easier walking. Gary Grating is furnished in a wide variety of neat appearing designs and sizes—and is tailor-made to fit your needs. For complete description and installation pictures on Gary Welded Grating, Stair Treads and Gary-Irving Decking, ask for Catalog MR-105.

Standard Steel Spring Division

ROCKWELL SPRING AND AXLE CO.
4001 East Seventh Avenue • Gary, Indiana

Republic Steel to Build Warehouse in North Carolina

Republic Steel Corporation will build a 75,000-square-foot warehouse in Charlotte, N. C., Walter M. Bachtell, manager of the company's Warehouse Division, announced in Youngstown recently.

Work will begin immediately on the project, which is scheduled for completion in the spring of 1956. About 55 sales, clerical and warehouse employees will staff the facility when it is completed.

The new warehouse, which will include 4500 square feet of office space, will serve North Carolina, South Carolina and part of Georgia. This territory now is being served by company warehouses in Baltimore and Chattanooga.

This is the third important expansion in the South announced this year by Republic, the world's third largest steel producer.

Among the reasons for choosing Charlotte as the site of the new warehouse, Mr. Bachtell cited the growth in steel demand in the Carolinas and Georgia.

"Charlotte is certainly located to serve this area well," he said. "Ten million people live in the territory to be served by this facility and their demand for steel is growing rapidly."

First Distribution Transformers Shipped From Gadsden, Ala.

The first shipment of distribution transformers from Allis-Chalmers' new transformer manufacturing facilities at Gadsden, Ala., left recently for the Alabama Power Co. The new facility becomes the fourth Allis-Chalmers transformer manufacturing plant, augmenting production at Milwaukee, Pittsburgh and Terre Haute.

J. W. McMullen, vice president and general manager in charge of the power equipment division, which includes all transformer operations of Allis-Chalmers, in commenting on the significance of the Gadsden Works expansion, stated, "We have many good customers in the Southeast and Southwest and this move toward establishing new manufacturing facilities for our transformers in the South is a sincere indication of our faith and confidence in this rapidly-growing industrial area..."

Chicago Plays Host For Second Automation Show

Chicago, industrial hub of the United States, will become the center of attraction to all engineers and executives interested in plant and office automation when the Second International Automation Exposition opens its four-day stay at the Navy Pier, November 14 to 17, 1955.

Products on display will include all equipment and components necessary to "automate" any process in office or plant—from automatic assembly, handling, and data processing equipment, to sub-miniature relays and switches.

Industries enjoy these money-saving

Bonus Benefits

with plant locations in North Carolina



MILD CLIMATE

Save money on original construction costs, and annual maintenance, with a plant in this year 'round mild climate. All-year outdoor recreation keeps workers healthy and happy, too!



ACCESS TO MARKETS

Save money and time on distribution by locating in the great and growing Southern market, and within 500 miles of more than half the population of the United States.



GREATER PRODUCTIVITY

Reduce unit costs through efficient output by cooperative, intelligent native labor. Proof is provided by satisfied companies who have selected North Carolina for additional plants.

These are just three of the bonus benefits which cost nothing extra but mean reduced operating costs for year after year. Desirable sites, some with buildings, are available in mountain, piedmont and coastal areas. For specific or general information, just write, wire or phone Ben E. Douglas, Director, Department of Conservation and Development, Raleigh 7, N. C.

Write for the industrial brochure containing data about power, water, taxes, labor, etc.

Friendly North Carolina
Where Industry Prospers

Color Printers Plan New Sylacauga, Ala., Facility

International Color Printing Co., Wilkes-Barre, Pa., has announced plans to locate a Southern plant at Sylacauga.

The announcement came after 14 months of negotiations between International, the industrial development committee of the Sylacauga Chamber of Commerce and officials of Alabama Power Co.

International, world's largest producer of color comic supplements and magazine sections on a commercial basis, prints weekly about 30 million four-color comic sections for hundreds of newspapers in the United States and South America.

The Sylacauga plant, only one of its

kind in the Southeast, is scheduled to begin production in August, 1956. It will ultimately employ 150 persons with an annual payroll of about \$700,000 for the Sylacauga area.

Preliminary plans call for approximately 45,000 sq. ft. of building space and cost of the building is estimated as being in excess of \$300,000. The air-conditioned, sprinkler-equipped plant will be leased to International for 20 years.

Charcoal Firm Plans Expansion To Meet Increased Retail Demand

Plans are being made for immediate charcoal production expansion to meet January orders from the super-market

and food trades, the Charcoal Corporation of America with offices at Fairmont, W. Va. announced.

Hard-sapwood lump charcoal is packaged in eight, six and four-pound bags. The bag design is white, printed in three colors and has received very favorable comment as to its attractiveness, cleanliness and buying appeal at the point of sale. The brand name is "Mr. Charcoal."

The corporation announced it was equipped to handle small as well as large orders on a delivered basis. This policy, it is said, is favorable for the elimination of warehousing and trucking costs and reduces the prices at all levels.

An interesting article is available on request through the corporation entitled "The Smoke House Lesson" which has received good distribution and favorable comment. The article describes the cooking qualities of the various types of charcoal on the market today.

Louisiana Chemical Firm Producing Nitroparaffins

The world's first full-scale nitroparaffins production facilities are now in operation at Commercial Solvents Corporation's Sterlington, La., plant, it was announced by J. Albert Woods, President.

The first railroad tank car shipment of nitromethane flowing from the new facilities was made on September 7, 1955. It went to Peoria, Ill.

Never before available to industry in volume, this new family of chemicals will initially be used by the textile, surface coatings, petroleum, photographic, and chemical specialties industries, Mr. Woods said.

Other industries in which the nitroparaffins will find use are plastics, cosmetics, pharmaceuticals manufacture, and in the processing of aluminum and light metals. Agriculture will utilize NP's in the manufacture of pesticides.

Missouri Pacific Carloadings Show 10 Per Cent Increase

Missouri Pacific carloadings of revenue freight, those loaded locally and received from connecting railroads for the four weeks ended August 26, totaled 173,502 cars, almost 10 per cent higher than same period of 1954.

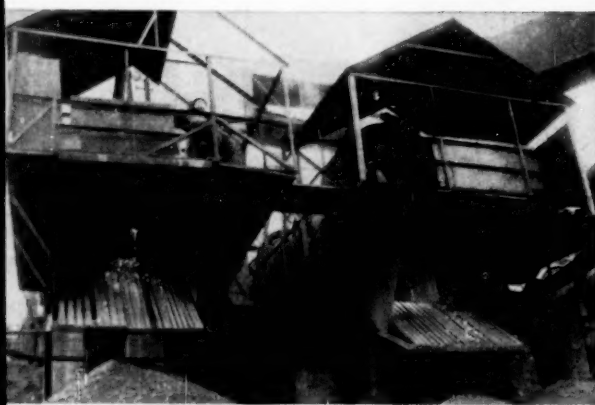
Missouri Pacific closed the season for movement of the 1955 winter wheat crop with a total 14,800 cars—up 12 per cent compared with the 1954 season. Commenting on criticism from certain quarters because of the railroads' inability to always have cars when and where wanted by the shippers, H. E. Slusher, in Missouri Farm Bureau News, said:

"Little credit is given to the traffic department of the railroads for the fine job they do in routing cars to the heavy producing grain areas in advance of the grain movements. These cars have to set on the sidings for days before harvest at great cost to the railroads. The movement is very seasonal and lasts not over six weeks. Such a system cannot help but be expensive even when handled most expeditiously."

ONE BIG DIFFERENCE IN

SOLITE®

LIGHTWEIGHT
MASONRY UNITS



IS THE COOLING PROCESS

This is Solite—almost!

In the picture above, you see the Solite aggregate as it looks when it emerges from the fiery interior of the rotary kilns. Although it is already light in weight, fire-safe, with sound and insulative qualities . . . it will be a matter of some time yet before the aggregate will merit the Solite tag.

Next on the agenda is the cooling process.

The red hot molten masses of Solite are always allowed to cool normally, thereby producing a thoroughly annealed product. This is why Solite blocks and concrete—although as much as 1/4 lighter than sand and gravel products—are extra strong and durable. This is one of the miracles of Solite!

KNOW HOW SOLITE IS DIFFERENT . . . and you know the secret of better building at a lower cost!

SOLITE®

REMEMBER—Architects and engineers are professional advisors. Regardless of what type of construction you are interested in, consult them. They will be glad to help you build better.

PLANTS: Aquadale, N. C.; Brems Bluff, Va.

OFFICES: P.O. Box 205, Richmond, Va.; 1817 Liberty Life Bldg., Charlotte, N. C.

Allied Chemical Selects Brunswick, Ga., For Plant Site

Solvay Process Division, Allied Chemical & Dye Corp., will shortly begin construction of a mercury cell chlorine-caustic soda plant on a 700-acre site on the Turtle River, near Brunswick.

Carlton Bates, Solvay president, said the new plant is expected to be in production by December 1956.

Initially the plant will provide employment for about 125 people and will have capacity to produce 100 tons of chlorine and 125 tons of caustic soda per day. At full operation, annual sales value of products to be manufactured in the new plant would be in excess of \$4,000,000.

Solvay said it selected Brunswick as the site for this latest addition to its chlorine-caustic soda producing facilities because of its proximity to consuming markets, particularly the pulp and paper, textile and chemical plants in the Southeastern States.

The plant will be served by the Southern and Atlantic Coast Line Railroads.

Chemical Firm Constructing Mica Plant at Greeneville, Tenn.

International Minerals & Chemical Corporation has begun construction on a mica plant at Greeneville, Tenn., Louis Ware, president, has announced.

The plant will reclaim mica from silt that has accumulated behind the Davy Crockett Dam in Nolichucky Reservoir near Greeneville. The product will find a market in roofing, paint and rubber.

Expected to be in production in the spring of 1956, the plant will cost about \$100,000. It will be operated by the Industrial Minerals Division of International Minerals & Chemical Corporation, which already operates 20 plants for various minerals in the United States and Canada.

Initial capacity will be approximately 100 tons a day. The mica is expected to be of particularly high quality for certain uses because it has been delaminated by transportation and prolonged immersion. Reserves of raw material are large.

Half Year Houston Construction Exceeds \$155,000,000

Construction in Metropolitan Houston (Harris County) for the first half of 1955 has been valued at \$155,728,403.

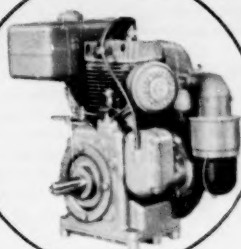
This surpasses the total of \$151,756,235 for the first six months of 1954.

The figures appeared in a report recently released by the Research and Statistics Committee of the Houston Chamber of Commerce.

\$72,221,500 of the 1955 six month construction total was residential.

The \$83,506,903 for nonresidential contract awards included \$19,283,018 for utilities, \$14,004,194 for public works, \$7,781,561 for schools, \$4,087,066 for churches, and \$38,351,064 for commercial and industrial.

This is the NEW WISCONSIN Model ACN, 5½ H. P. Single Cylinder HEAVY-DUTY Air-Cooled ENGINE



Here is a new, light weight engine, designed and built to Wisconsin heavy-duty standards in all details, offering original equipment builders and engine users maximum power advantage and performance in a 2.3 to 5.6 hp. range at 1600 to 3600 rpm.

Like all Wisconsin Engines, the Model ACN has the built-in Lugging Power that hangs on through the shock load pinches and keeps the job moving without stalling. With a 2½" bore x 2¾" stroke, it has a 14.88 cu. in. displacement.

Heavy-duty features include tapered roller main bearings at BOTH ends of the crankshaft; rotary type high tension OUTSIDE Magneto with Impulse Coupling for quick, all-weather starts at low cranking speed, pump-circulated splash lubrication plus efficient AIR-COOLING from extreme sub-zero to 140° F.

Perhaps this is just the power component you have been looking for — power to fit the machine; power to fit the job. Write for Bulletin S-179.



WISCONSIN MOTOR CORPORATION

World's Largest Builders of Heavy-Duty Air-Cooled Engines
MILWAUKEE 46, WISCONSIN



What Are You Building In The Southeast?...

CONNORS WILL PUT THE STEEL
ON THE JOB WHEN YOU NEED IT!



CONNORS PRODUCTS:
Reinforcing Bars
Structural Shapes
Studded T Fence Posts
Bulb Tees
Merchant Bars
Hot Rolled Strip
Highway Sign Posts
Special Sections



Whatever the nature of your Southeastern construction project, you want it to proceed as swiftly and smoothly as possible.

That means you want Connors to supply the reinforcing steel.

Connors' central location, completely integrated facilities, and standing bar stocks, are your assurance of the steel you need—on the job when you need it, regardless of the type project.

CONNORS STEEL DIVISION

H. K. PORTER COMPANY, INC.
OF PITTSBURGH
P. O. BOX 2562 • BIRMINGHAM, ALA.

FINANCIAL NOTES

The largest expansion of steelmaking capacity ever undertaken by **Republic Steel Corporation** has been approved by directors of the corporation, C. M. White, president, announced recently.

The expansion, which will represent a total investment of more than \$130,000,000, will add 1,618,000 tons of steel ingot capacity to Republic's present capacity of 10,262,000 tons.

This will increase Republic's steel capacity by about 16 per cent to 11,880,000 tons. This is in contrast to steel ingot capacity of 5,564,160 tons in 1930 when the company was organized of which about 660,000 tons was later abandoned.

The expansion is greater than the total tonnage added by the acquisition of the Corrigan-McKinney Steel Company in 1935 and Gulf States Steel Company in 1937. It is slightly in excess of the 1,562,000 tons added during Republic's three-year-expansion program which started in 1950.

The new steel capacity will be added at Republic's basic steel plants in Cleveland, Warren and Youngstown in Ohio, Chicago, Illinois, and Gadsden, Alabama. Mr. White said that some details remain to be settled and that final plans will be announced later.

For the sixteenth consecutive year net sales of **International Minerals & Chemical Corporation** have shown an increase

over the preceding year, according to the corporation's annual report for the fiscal year ended June 30, 1955.

Net sales for the fiscal year were \$96,485,017—the highest in International's history and 3.1 per cent higher than sales of \$93,591,934 for the fiscal year ended June 30, 1954.

Net earnings of the corporation for the fiscal year ended June 30 were \$6,321,903, compared with \$6,043,979 for the preceding year. This was equivalent to \$2.55 per share of common stock outstanding, compared with \$2.44.

Earnings before income taxes amounted to \$7,396,903 for the fiscal year ended June 30, compared with \$7,113,979 for the preceding year.

In a letter to stockholders accompanying the report, Louis Ware, president, said that the higher sales volume was realized because of the sale of additional products manufactured in new facilities.

The merger of **Lion Oil Company** into **Monsanto Chemical Company**, as agreed upon by the directors of both corporations on July 21, was approved by Lion shareowners and Monsanto shareowners at meetings held in St. Louis recently.

A joint announcement concerning the vote of both shareowner groups was made by T. H. Barton, Chairman, and T. M. Martin, President, of Lion, and by Edgar M. Queeny, Board Chairman, and Charles Allen Thomas, President, of Monsanto.

The merger became effective on September 30. A two-thirds majority of the outstanding shares of both companies was required to approve the merger.

Basis of the merger was the exchange of 1½ shares of Monsanto \$2 par value

common stock for each outstanding share of Lion stock.

Martin and Barton have become members of the Monsanto board.

Lion Oil Company will be a division of Monsanto. Martin is to serve as President of the Lion division and, in addition, he has been elected a Vice President of Monsanto by the Monsanto Board. Jeff Davis of El Dorado, Vice President and General Counsel of Lion, has been elected an Assistant Secretary of Monsanto and E. W. Atkinson of El Dorado, Vice President and Treasurer of Lion, has been elected an Assistant Treasurer of Monsanto.

Sales of **United States Plywood Corporation** thus far in its current fiscal year are running at an annual rate of \$200,000,000. S. W. Antoville, president, told stockholders at the annual meeting recently. This would be an all time record-breaking volume and compare with actual sales and previous peak of \$150,566,000 for the fiscal year ended April 30, 1955.

Reporting that the corporation's earnings on its common stock for the three months ended July 31, 1955 equalled \$1.24 a share, Mr. Antoville added:

"If earnings continue for the balance of the current fiscal year at the present rate, it is my intention to recommend that directors consider further increasing the common dividend." In April U. S. Plywood increased the dividend payment from 35 cents per share quarterly to 45 cents.

Mr. Antoville said new capital expenditures by U. S. Plywood during the current fiscal year may aggregate \$10,000,000. This would include timber acquisitions, manufacturing plants, and new distribution facilities.

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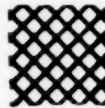
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WHO'S WHERE

William N. Rathbun, former chief industrial engineer at **Temco Aircraft Corporation**, has been named plant facilities engineer for the Dallas firm.

James F. Parrish was elevated from general supervisor to succeed Rathbun as chief industrial engineer.

Rathbun's responsibilities in the newly-created facilities position will include administration of the company's Navy facilities contract, negotiations pertaining to real property and equipment, and special assignments, according to John A. Maxwell, Jr., Temco's vice-president—manufacturing.

Jackson B. Harper has been appointed as a sales representative of **The Ruberoid Co.** He will serve distributors in southwest Virginia, east Tennessee, east Kentucky and northwest N. Carolina.

Prior to joining Ruberoid, Harper was employed as a sales engineer for the **Socony-Mobil Oil Company**.

Harper, 31, was educated at Duke University, College of Engineering.

Appointment of **C. C. "Chuck" Royce** as Sales Manager for **Jones Truck Lines, Inc., Springdale, Ark.**, has been announced by G. H. Tweedy, Executive Vice-President.

Mr. Royce previously was Division Sales Manager in Memphis, Tennessee.

He is well known throughout the Southeastern area where he has done considerable contact work with industrial traffic men.

The Ramapo Ajax Division of American Brake Shoe Company has appointed **Robert L. Carmichael** and **Kenneth D. Hughes** as district sales managers.

Mr. Carmichael, formerly a sales representative, started with the division in 1946. He will be located in the Brake Shoe sales office in **Houston, Texas**.

Mr. Hughes, also a former sales representative, has been with Brake Shoe since 1945. He will be located in the New York sales office.

Seaboard Air Line Railroad Company has announced effective October 1, 1955 **Mr. Paul W. Harris** is appointed Assistant General Passenger Agent, **St. Petersburg, Florida**, with offices in the Princess Martha Hotel Building.

In addition effective October 1, 1955 **Mr. Kelly H. Hughes** is appointed Division Passenger Agent, **Norfolk, Va.**, with offices at 141 Granby Street.

Also effective the same date, **Mr. A. A. Winn** is appointed Commercial Agent, **Charleston, S. C.**, succeeding **Mr. W. E. Lord**, promoted.

And finally **Mr. G. E. Huband** is appointed Commercial Agent, **Orlando, Fla.**, succeeding **Mr. E. L. Hobbs**, promoted.

The appointment of **John E. Schuler** to the position of Field Manager, **Southern Division**, was announced by **George A.**

Fitzgerald, Vice President, Sales Division, **Permacel Tape Corporation, New Brunswick, N. J.**, one of the nation's leading manufacturers of industrial and consumer tapes.

In his new position, Mr. Schuler, who will make **Charlotte, N. C.** his headquarters, will be responsible for Permacel's Industrial, Automotive and Consumer Tape operations in **North Carolina, South Carolina and Tennessee**.

William Brackett, formerly field technical representative of **Devco and Raynolds Company, Louisville, Ky.**, has been transferred to **Truscon Laboratories Division**, according to **Basil Howell**, President of Truscon Laboratories, Detroit.

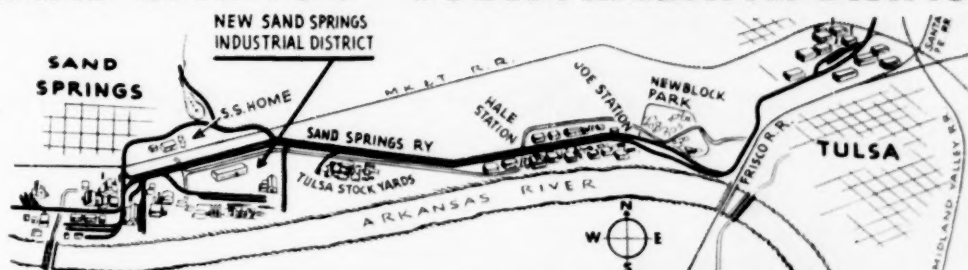
Mr. Brackett has been assigned to the **New Orleans** territory and will cover **Louisiana, Alabama, Mississippi and Arkansas** concentrating his sales effort on industrial and building maintenance products of Truscon Laboratories.

Central of Georgia Railway Company has announced, effective October 1st, **Mr. C. Harry Smith** is appointed General Agent, headquarters 1210 State-Planters Bank Building, **Richmond, Va.**

Also it was announced **Mr. L. H. Stewart** is appointed Commercial Agent, headquarters 1210 State-Planters Bank Building, **Richmond, Va.**

In addition **Mr. R. E. Pendley** is promoted to Florida Freight Agent, headquarters 1014 Florida Title Building, **Jacksonville 2, Florida**.

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WHAT THEY MAKE . . .

Products manufactured and distributed in the national market (many of them exported) by the Sand Springs-Tulsa area companies include Textiles, Fruit Jars, Corrugated Boxes, Zinc Products, Steel, Electric Fixtures, Chemicals, Canned Foods, Janitor Supplies, Meat Products, Petroleum Products, Dog Food, Porcelain Enameled Steel, Paints and Varnishes, Building Materials and many others.

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BUSINESS NOTES

Delta Air Lines, Inc. will progressively discontinue the use of the dual operating name Delta-C&S, C. E. Woolman, president and general manager, announced. He said the company henceforth will operate under its corporate name of Delta Air Lines, Inc.

Mr. Woolman said aircraft markings, company billboards, electric signs, ticket forms, stationery, telephone directory listings and advertising materials will be changed over a period of months.

The airline has operated as Delta-C&S since the merger of Chicago & Southern with Delta on May 1, 1953. The corporate name was unaffected by the merger of the two companies.

The Automatic Switch Co., Orange, New Jersey, has announced the appointment of several distributors in the South. **Moody-Price, Inc. of Baton Rouge, Louisiana**, has been appointed as authorized stocking distributors of Asco solenoid valves.

Also the company announced that the **Control Specialty Corp., 1515 Spring St., Houston, Texas**, and the **Industrial Equipment Company of Houston, 6831 Navigation Blvd.**, were appointed as authorized stocking distributors.

At the same time the **Moorlane Co., Amarillo, Texas**, was appointed an authorized distributor.

The appointment of **Cross Sales & Engineering Company, Greensboro, N. C.**, as sales engineering representatives for **Cone-Drive Gears, Division of Michigan Tool Company, Detroit, Michigan**, is announced by F. E. Birch, division manager.

Cross Sales & Engineering will cover the states of North Carolina, South Carolina, Virginia and West Virginia. They will also act as a stocking jobber for the same territory.

Baldwin Supply Co., Charleston, W. Va., was recently appointed an authorized

Carboloy carbide distributor by Carboloy Department of General Electric Company, Detroit.

The newly appointed organization, which makes its headquarters at 207 Virginia Street, West, will handle Carboloy's standard line of tools and blanks, special tools and blanks, diamond wheel dressers and masonry drills.

Nutting Truck and Caster Company, Faribault, Minnesota, announces the appointment of the **A. C. Andrews Company, 2109 Main Street, Dallas 1, Texas**, as its sales representative for the Dallas territory, which includes the northeast section of the state of Texas. The Andrews Company will handle the complete industrial and institutional line of Nutting floor trucks, wheels and casters, in addition to its other lines of materials handling equipment.

Mr. A. C. "Doc" Andrews is head of the A. C. Andrews Company, which has been located in Dallas in the materials handling field since 1929.

The J. M. Tull Metal & Supply Co., Inc., Atlanta, Ga., has been appointed distributor and representative in the state of Georgia for Asaron 773 continuous cast bearing bronze products of the **American Smelting and Refining Company, Perth Amboy Plant, Barber, N. J.**

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NEW PLANTS

(Continued from page 16)

FORT WORTH—Boswell Dairies, c/o V. W. Boswell, 401 S. Lake St., plans alterations and additions to dairy building, to cost about \$125,000. A. George King, 819 Penn St., Fort Worth, Archt.

HOUSTON—Allied Stores Corp., 401 Fifth Ave., New York, received bids for warehouse. Bartlett Cocke, 3501 Broadway, San Antonio, Archt.

HOUSTON—American Rice Growers Mills, Inc., received bid from O'Rourke Constr. Co., Box 7557, Houston 7, for rice storage warehouse at Butler St. & S.A.A.P. tracks. Harry A. Turner and Charles E. Geyer, 2512 Robinhood St., Assoc. Archts.

HOUSTON—Automatic Distributing Corp., 100 Jackson St., received bid from E. L. Taylor, 8077 Bendall Dr., at \$108,800 for office and warehouse bldg. Milton McGinty, 2425 Ralph St., Archt.

HOUSTON—Charles E. Hires Co. plans new bottling and syrup manufacturing plant. **HOUSTON**—Houston Technical Laboratories, 2424 Branard St., let contract to Braselton Constr. Co., Box 4027, Corpus Christi, at \$303,903 for plant and headquarters building. Richmond Road and Buffalo Speedway. Ford, Colley & Tammings, 3416-A Louisiana St., Archts.

HOUSTON—Phillips Chemical Co., Bartlesville, Okla., let contract to Farnsworth & Chambers Co., Inc., Houston, P. O. Box 74, for plant to manufacture polyethylene plastics, at their Adams Terminal Chemical manufacturing site on Houston Ship Channel.

HOUSTON—Silverman Bros. Wholesale House plans \$175,000 warehouse and office building on Blodgett St. Lenard Gabert & W. J. Wisdom, 1315 Bell Ave., Archts.

HOUSTON—Southwestern Bell Telephone Co. let contract to A. M. Oaks & Co., P. O. Box 13315, Houston, for service center. Cato, Austin & Evans, 2401 La Branch, Houston, Archts.

HOUSTON—United Gas Corporation, 1120 Texas, received bid of \$176,963 from Schneider

Construction Co., Box 13157, for service center on Mykawa Rd. near Long Drive.

IRVING—Lone Star Gas Co., Lone Star Gas Bldg., received bid of \$49,483 from Noel Smith, 207 E. Chambers, Cleburne, for building. Smith & Warder, 405 W. Jefferson, Grand Prairie, Archts.

KARNES—Southwestern Bell Telephone Co. let contract to Sam Pieper, 105 N. St. Marys St., Beeville, Texas, for central office building addition.

KILLEEN—Mid-Texas Telephone Co. plans new dial exchange and business office building. Arthur Mathis, Jr., 320 South Texas Bldg., San Antonio, Tex., Archt.

LIBERTY—City of Liberty received bid of \$148,824 from Tellepsen Construction Co. for electric power plant improvements.

LIBERTY—Southwestern Bell Telephone Co. received bids for dial office building. N.W. cor. Fannin & Cos.

LUBBOCK—Alderson Cadillac Co., 814 Avenue H, let contract to W. G. McMillan & Son, 709 Avenue J, at \$155,000 for auto agency building 1210 19th St.

MIDLAND—Core Laboratories, Inc., received bid from W. H. Grimshaw Constr. Co., Box 1415, Odessa, Tex., at \$83,000 for new building. Joseph F. Gordon, 4425 Greenville, Dallas, Archt.

ODESSA—Radio Station KOSA, c/o Cecil Trigg, let contract to Houston Smith Construction Co., 109 S. Grandview, at \$80,900 for television station. Gross & Cliff, 1900 Kermit Highway, Odessa, Archt.

OLTON—Thompson Bros. let contract to Dennis Construction Co. at \$60,000 for implement building. Atcheson & Atkinson, 1007 Texas Ave., Lubbock, Archts.

PALESTINE—Missouri Pacific Lines plans office building. O. L. Hazelwood, 14 Link Bldg., Archt.

SAN ANTONIO—San Antonio Light, c/o E. J. Redlinger, Bus. Mgr., 420 Broadway, plans modernizing printing facilities, inc. presses and new production building, to cost approx. \$1,700,000; on 5th St. in rear of present building on Broadway.

SAN MARCOS—Cone Mills, Inc., Greensboro, N. C., canceled plans for textile mill in San Marcos.

SWEENEY—Phillips Chemical Co., Bartlesville, Okla., subsid. of Phillips Petroleum Co., let contract to Stone & Webster Engineering Co. for plant to manufacture ethylene.

WACO—Texas Power & Light Co., Dallas, let contract to Jones & Williams Construction Co., 3600 block of Franklin Ave., for service center.

VIRGINIA

VIRGINIA—Potomac Electric Power Co. plans \$70,000,000 steam electric generating station on Potomac River.

HOPEWELL—Continental Can Co., att. G. A. Mathias, Hopewell, Va., received bids for mill office building, personnel office and guard station and first aid building.

LYNCHBURG—General Electric Co. plans \$5,000,000 plant for company's rectifier department.

NORFOLK—Henry B. Gilpin Co. plans \$450,000 drug distribution center.

ONANCOCK—Chesapeake & Potomac Telephone Co. of Va. let contract to H. F. Hallock, Oxford, Md., for building—Section A. Baker-vill & Son, Hankins & Anderson, Archts. & Consult. Engrs., Richmond, Va.

RICHMOND—E. C. Ernst, Inc., received bids for office building and warehouse. Carnell & Johnston, 1000 Atlantic Life Bldg., Archts.-Engrs.

RICHMOND—Ralston Purina Co., Louisville, Ky., to construct new plant to produce livestock and poultry feed on site along Richmond, Fredericksburg and Potomac R.R.

RICHMOND—Seaboard Air Line Railway plans a general office building, to be ready for occupancy in 1958.

WEST VIRGINIA

CLARKSBURG—Cinchfield Corp., subsid. of Pittston Co., 250 Park Ave., New York, acquired properties of Haywood Coal Co. and plans expenditure of \$1,500,000 on new mining and coal preparation facilities.

HUNTINGTON—Houdaille Hershey Corp. plans \$2,000,000 expansion of facilities for manufacturing automobile burners.

WHEELING—Chesapeake & Potomac Telephone Co. plans new office building, adj. to present office at 1501 Chapline St.

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1. That the names and addresses of the publisher, editor, managing editor and business managers are: Publisher, Manufacturers Record Publishing Co., Baltimore, Md.; editor, Wm. M. Beury, MANUFACTURERS RECORD, Baltimore, Md.; managing editor, Robert H. Macgill, MANUFACTURERS RECORD, Baltimore, Md.; business manager, Frank Gould, MANUFACTURERS RECORD, Baltimore, Md.

2. That the owner is Manufacturers Record Publishing Company, Baltimore 3, Md.; Stockholders are: Frank Gould, MANUFACTURERS RECORD, Baltimore, Md.; Wm. M. Beury, MANUFACTURERS RECORD, Baltimore, Md.; Fleet-McGinley, Inc., Baltimore, Md.

3. That the known bondholders, mortgagees and other security holders owning or holding 1% or more of total amount of bonds, mortgages or other securities are: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association or corporation has any interest, direct or indirect, in the said stock, bonds or other securities than as so stated by him.

C. J. O'DONNELL,
Treasurer.

Sworn to and subscribed before me this 26th day of September, 1955.

AUGUST J. PAPA,
(My commission expires May, 1957.)



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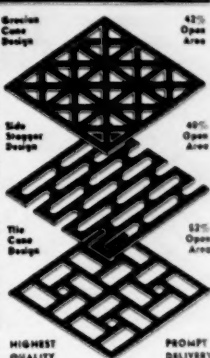
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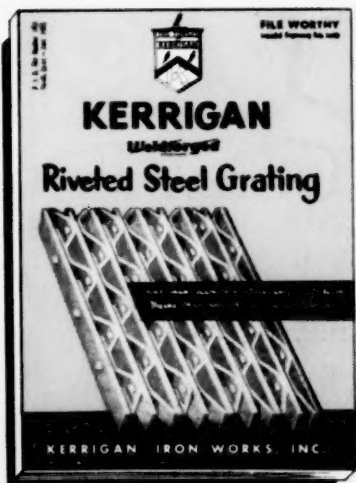
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